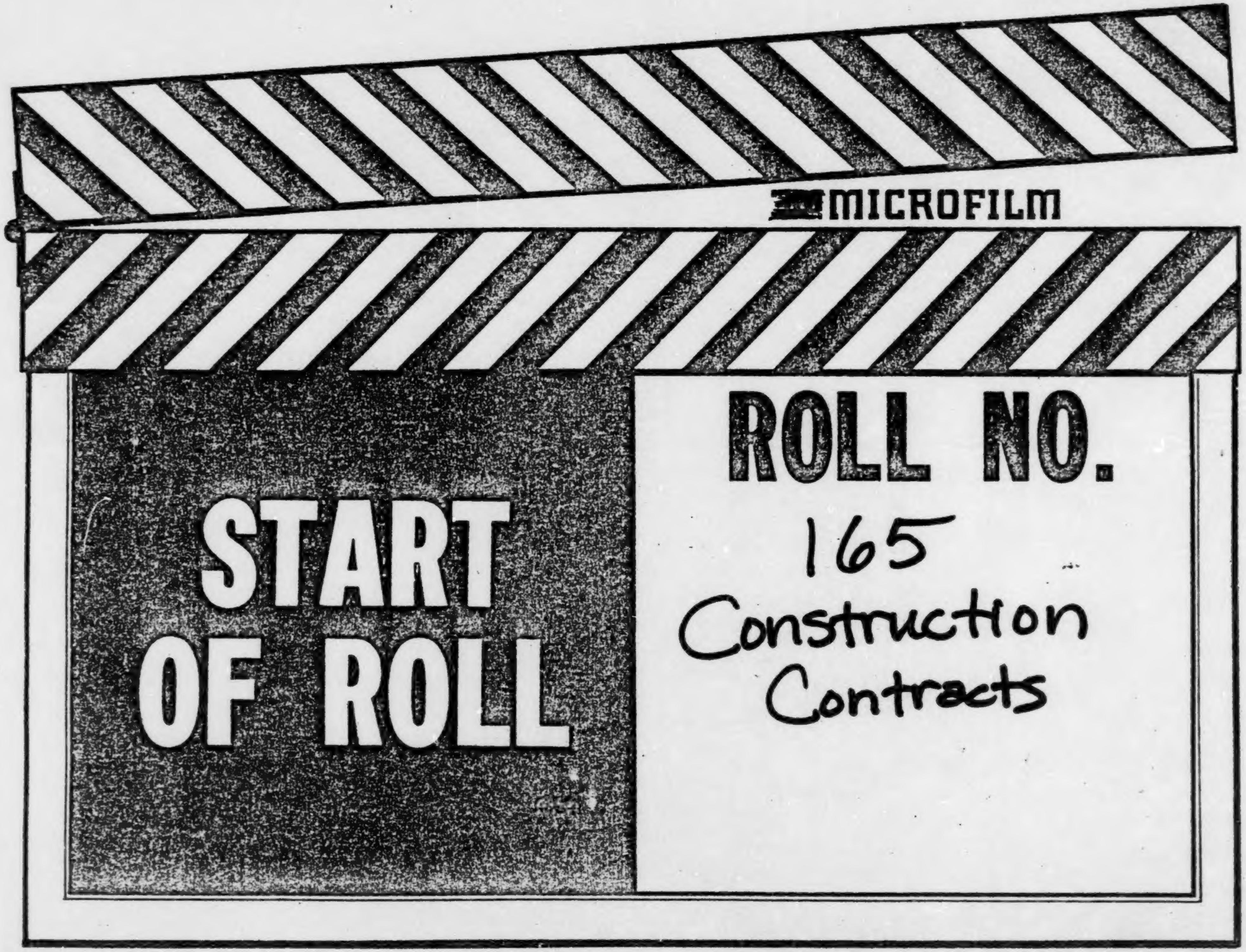

MICROFILM

START OF ROLL

ROLL NO.

165

Construction
Contracts

7912 4th Street at Bartlett Street 1973
(Medford) Sec. in Medford
(Traffic signals)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project EHS-T-5019(4)
4th Street @ Bartlett St. (Medford
Second Request for Time Extension

DATE: December 10, 1974

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Coulter's November 22, 1974 memorandum supports a 54-day time extension on the subject project due to:

1. Unavailability of materials beyond the contractor's control

2. Extra Work Order #2

3. Extraordinary time delay by the State in checking shop drawings

I concur in the 40-day time extension for delays in delivery of poles beyond the contractor's control and a 1-day time extension for work performed under Extra Work Order #2.

I do not concur in Federal participation in the 13-day extension for the State's extraordinary delay in checking shop drawings.

G. K. Hossner
for G. L. Green

RECEIVED
DEC 13 1974
Office of
Assistant State Highway Engineer

12-13-74
cy Bond

RECEIVED
STATE HWY ENGR
DEC 13 '74
REFER TO
Coulter
FOR

7912

J

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 22, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
for H. S. Coulter
Assistant State Highway Engineer

SUBJECT Second Request for Time Extension
4th Street at Bartlett Street (Medford)
Signal Installation
Contract No. 7912, FAP No. EHS-T-5019(4)

This second extension request is for 54 days, which apparently includes the 13 already granted, and was prepared after the job was completed. The first request, made before the job was completed, was for 45 days and resulted in a nonparticipating 13-day extension for State's delay in checking shop drawings. This second request is a good example of the complex interrelationships and responsibilities involved in even a comparatively small project like this in today's economy. There are three firms involved in just making the poles (General Electric Supply Company, with which purchase order was placed; George M. Roth Company, manufacturer's representative; and Valmont Industries, the manufacturer) plus at least two more firms involved in transporting the poles. A list of pertinent dates is attached.

The prime contractor, Steeck Electric, ordered the poles in question seven days prior to award of the contract. Shop drawings were not submitted by Valmont Industries until 81 days after the order was placed (June 2-August 22). In addition, the fabrication of the poles was not complete until the elapse of another 128 days after the shop drawings were approved by the State (September 25-February 4). To compound matters, a Valmont fabrication error led to an additional 40-day delay.

Valmont Industries' May 9, 1974 letter refers to transportation problems, and an earlier letter from their representative, Roth Company, cites the steel shortage. These factors delayed both pole shipments. There are 53 days counted from January 3 (after which pole delivery controls progress) to February 25 (when first poles delivered to site). Thirteen days already granted would apply to this leaving 40 days to consider for the effect of material shortage and transportation delay on the first shipment of poles. We recommend extension for this plus 15 days for transportation delay on the second shipment. We should recognize one more day for the late work on Extra Work Order 2 ($200 to change mounting height of signal heads).

← FHWA did not approve This 15

Your concurrence is requested in a 56-day extension. This would leave 54 days' liquidated damages in effect.

Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

Contract No. 7912

Time Extension

The following is a cronological list of significant dates:

June 28, 1973	Bids opened
July 2,	Poles ordered (documented)
July 9,	Contract awarded
July 20,	Calendar days commenced
July 25,	Shop drawings dated at Valmont
August 22,	Shop drawings submitted to State
September 25,	Shop drawings returned (13 days non-participating extension granted for this delay)
November 19,	Contract work commenced at site
November 21 and 28,	Cut sheets for signal equipment (controller) submitted
December 17,	150 days allowed elapsed
January 3, 1974	Signal equipment testing completed at Salem
February 4,	First shipment of poles from Valley, Nebraska
February 25,	First pole delivery to site
March 4,	Two poles and controller installed
March 5,	Second shipment from Nebraska
April 4,	Two replacement poles arrived at site
April 15 - 18	Final installation
April 19,	Calendar day count stops

110 day liquidated damages remaining (after first 13 day extension) at $30 per day.

-41 (approved by FHWA.

69 remaining

11/20/74

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 20, 1974

FILE: CON 5 #7912

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: 4th St. at Bartlett St. (Medford)
Signal Installation
Contract No. 7912
Second Request for Time Extension

Herewith a second request for time extension from Steeck Electric. The first request, made before the job was done, was for 45 days and resulted in a non-participating 13-day extension for State's delay in checking shop drawings.

The subject second extension request is for 54 days (which apparently includes the 13 already granted) and was prepared after the job was completed. This second request is a good example of the complex interrelationships and responsibilities involved in even a comparatively small project like this in today's economy. There are three firms involved in just making the poles (General Electric Supply Company with which purchase order was placed, George M. Roth Company, manufacturers representative, and Valmont Industries, the manufacturer) plus at least two more firms involved in transporting the poles. There are apparently several factors contributing to the late completion and some are not valid for extension which may account for the contractor not asking for all of the excess time.

The prime contractor, Steeck Electric, actually ordered the poles in question seven days prior to the award of the contract. The specs. allowed a catalog choice of two suppliers but the supply company chose a different one, Valmont Industries, Inc. This is a large and experienced firm in this field, however, Valmont's performance as a supplier under this contract, unless influenced by undocumented forces such as materials shortage, power supply, etc. is questionable. Shop drawings were not submitted by Valmont until 81 days (June 2 - August 22) after the order was placed. In addition, the fabrication of the poles was not complete until the elapse of another 128 days (Sept. 25 - February 4) after the shop drawings were approved by the State. To compound matters, a Valmont fabrication error led to an additional 40 days delay.

Valmont's letter refers only to transportation problems but an earlier letter from their representative (Roth Company) cites steel shortage. (Excessive shipping time from Nebraska was recognized on Contract No. 7885 - Franklin and Wall Street in Bend where we used 10 days as a normal shipping time). Any raw material delay is still not well documented, but the November 26, 1973 Roth Company letter is pertinent. I believe we can also recognize the shipping delays (labor disputes and fuel shortage) which influenced both pole shipments.

RECEIVED
NOV 22 1974
Office of
Assistant State Highway Engineer

There are 53 days counted from January 3 (after which pole delivery controls progress) to February 25 (when first poles delivered to site). Thirteen days already granted would apply to this leaving 40 days to consider for effect of material shortage and transportation delay on the first shipment of poles. I recommend extension for this; plus 15 days for transportation delay on the second shipment. We should recognize one more day for the late work on E.W.O. 2 ($200 to change mounting height of signal heads).

I therefor recommend 56 days extension (in between the Resident's 64 days and Region's 49 days). This is a Topics project. Rough draft letters to FHWA and the contractor are enclosed.

JAB:fr

Att.

cc: V. L. Gallagher

E-320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 29, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 204 days, within which to complete our Contract No. 7912, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Due to delay in delivery of the poles, this request is being made because we made every effort to purchase the poles on time. We ordered the poles 18 days prior to the award of the contract, however, the poles did not arrive on the job until Feb. 25, 1974 - due to delays beyond our control. A copy of the enclosed letter from Valmont explains the reason for the delay. We are also entitled to 4 additional days penalty charged us April 15 to 18 while we were doing force account work for the State. If you are going to charge $120.00 penalty for this you will have to add it to the force account payment. We feel we are entitled to this additional time requested.

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
SEP 3 1974

Respectfully submitted,

STEECK ELECTRIC CO.
Contractor

By Herman Steeck Owner

CONSENT OF SURETY

Date August 30, 1974

We, INDUSTRIAL INDEMNITY COMPANY, 720 Southwest Washington Street, Portland, Oregon 97205, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Donald L. Stathos
Attorney-in-fact
Donald L. Stathos (SEAL)

L. J. Aschbacher
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 56 day time extension of contract time due to late pole delivery related to steel shortages and transportation delay from manufacturer and late work on E.W.O. 2.

Recommended for Approval:

J. X. Wilson
Division Engineer

John A. Book
Tr Construction Engineer or ~~Bridge Engineer~~

D. Deasey
Acting Asst. State Highway Engineer

Contract No. ....

Project designation .... State-Federal

Date awarded ....

Work started ....

Per cent completed .... Date

No. of Workdays Allowed ....

No. of Workdays Used ....

No. of Added Workdays Requested ....

Power of Attorney No. 325

INDUSTRIAL INDEMNITY

HOME OFFICE - SAN FRANCISCO

Know all men by these presents:

That INDUSTRIAL INDEMNITY COMPANY, a corporation organized and existing under the laws of the State of California, and having its principal office in the City of San Francisco, State of California, does hereby make, constitute and appoint

-----------------------------------DONALD L. STATHOS-----------------------------------

its true and lawful attorney-in-fact for it and in its name, place and stead to execute on its behalf as surety, bonds, undertakings, stipulations, consents and all contracts of suretyship and to attach its corporate seal to such obligations in favor of all obligees, provided that the liability of the Company as surety under his authority in no one instance shall exceed the sum of

-----------------------------------UNLIMITED-----------------------------------

and reserving to itself full power of substitution and revocation.

This Power of Attorney is made and executed in accordance with the Resolution adopted by the Board of Directors of INDUSTRIAL INDEMNITY COMPANY at a meeting held on the 27th day of September, 1972, reading as follows:

"RESOLVED, that the Chairman of the Board or President or Executive Vice President or Senior Vice President of the Company, in conjunction with the Secretary or an Assistant Secretary of this Company, be and he hereby is authorized to execute, acknowledge or verify Powers of Attorney qualifying selected attorneys-in-fact to act under such Powers of Attorney to execute on behalf of Industrial Indemnity Company bonds, undertakings, stipulations, consents and all contracts of suretyship, and to attach the corporate seal thereto;

"RESOLVED, FURTHER, that the signatures of said officers so authorized by this Company may be printed facsimile, lithographed or otherwise produced, and that the facsimile signature of any person who shall have been such officer of this Company at the time of such execution, acknowledgment or verification may continue to be used for the purpose hereinabove stated and will be binding on this Company, notwithstanding the fact that he may have ceased to be such officer at the time when such instruments shall be issued."

In witness whereof, INDUSTRIAL INDEMNITY COMPANY has caused these presents to be signed and its corporate seal to be affixed by its proper officers, at the City of San Francisco, California, this 17TH day of JANUARY, 19 73.

INCORPORATED NOV. 12, 1920

Attest:

Donald W. Satterlee

DONALD W. SATTERLEE, Secretary

INDUSTRIAL INDEMNITY COMPANY

By

M. S. DUNNE, SENIOR VICE PRESIDENT

STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO } ss.

On this 17TH day of JANUARY, 19 73, before me, MARY MUELLER, a notary public in and for the City and County of San Francisco, State of California, personally appeared M. S. DUNNE and DONALD W. SATTERLEE known to me to be the SENIOR VICE PRESIDENT and Secretary of the corporation which executed the within instrument, and acknowledged to me that such corporation executed the same, and that the resolution referred to in the preceding instrument is a true and correct copy of the resolution duly passed at a meeting of the Board of Directors on September 27, 1972, and that the same is in full force and effect.

In witness whereof, I have hereto set my hand and affixed [illegible] official seal the day and year in this certificate first above written.

MARY MUELLER
NOTARY PUBLIC CALIFORNIA
CITY & COUNTY OF SAN FRANCISCO
My Commission Expires July 14, 1975

Mary Mueller

Notary Public in and for the City and County of San Francisco, State of California

I, DONALD W. SATTERLEE, SECRETARY of INDUSTRIAL INDEMNITY COMPANY, do hereby certify that I have compared the Power of Attorney granted herein and the Resolution recited herein with the originals now on file in the principal office of said Company, and that the same are correct transcripts therefrom and of the whole of the said originals, and that said Power of Attorney has not been revoked but is still in full force and effect.

In witness whereof, I have hereunto subscribed my name as such officer and affixed the seal of INDUSTRIAL INDEMNITY COMPANY at the City of San Francisco, California, this *30th* day of *August*, 19*74*.

SEAL

Donald W. Satterlee

DONALD W. SATTERLEE, Secretary

1Y041 R7 (10/72)

To Dale Olson

VALMONT

VALMONT INDUSTRIES, INC. VALLEY, NEBRASKA 68064 • PHONE A.C.(402) 359-2201

May 9, 1974

George M. Roth Company
1111 Southeast Grand Avenue
Portland, Oregon 97214

Attention: George Roth

Subject: GE Supply 7736-045721SD
VI 46040-73

Dear George:

Enclosed are copies of the delivery receipts on the two shipments made on this order. As you know, we will accept no responsibility for damages incurred because of late delivery.

Initial shipment was made February 4, 1974 per signed bill of lading attached. Although undated when Herman Steeck signed, Hunt Transportation advises that the load was delivered on February 25, 1974. On February 18th, our engineering department advised of an error in manufacturing. Subsequently, you were notified and the correct poles were manufactured. These poles departed Valmont on March 5, 1974 via Hanson-Transcon. Leroy Humphrey was involved directly with Dale Olson in expediting this shipment which was held up in Denver because of availability of 40 foot trailers. Final delivery was made April 4, 1974 per the POD enclosed.

Our shipping terms are FOB, Valley - which makes the material the legal responsibility of the consignee once the carrier accepts the material. Terms are currently FOB, Valley no freight allowed compared to FOB, Valley full freight allowed which was in effect at that time.

I have also reviewed our job files and can find no record of an answer to our letter of inquiry dated July 12, 1973. This was sent direct to G.E. Supply Company with a copy to you.

I cannot comment on any of the letters or documentation that occurred between GESCO, Steeck and the State since copies were not forwarded along with your letters. I do know that the truck strike started around January 25th and lasted approximately ten days. This strike was unofficial and we cannot determine its direct or indirect effort on shipments. I do know that Valmont Industries had approximately 60 loads of material at Hunt Transportation alone, awaiting movement when the strike ended. Many loads were not moved before the strike because of the impending trouble. Our company felt the effect of the strike into the first two weeks of March.

Our production schedule on the original shipment for the poles was subject to prior receipt and manufacture of orders. Orders must not only be scheduled but also manufactured on a first-come, first-serve basis. We do attempt to expedite shipment as much as possible. I'm sure you're aware of the conversations between your office and mine up to and including final shipment.

In summary, we will not accept any responsibility for the damages incurred because of late delivery. Terms are FOB, Valley and we are unable to control truck lines and their tariffs. We were not formally notified of any start-up or completion date or possible damages. If the specifications are examined, there is no way for Valmont to determine start-up and completion dates. Prints were mailed August 2, 1973 and order released for processing October 5, 1973 - which accounts for some 60 days of the specified time. Since the truck strike was unofficial and directed by no sanctioned body it will be impossible to get a letter from a carrier attributing the delay to the truck strike.

Frankly, we won't accept any responsibility for any charges. The information above, plus the proof of deliveries (enclosed) should help to dissolve the damages. You should not need a letter from the truck line (it would take some time to obtain) since the PODs are legal documents. If there are any questions, or if we can be of any help, give me a call.

Sincerely,

VALMONT INDUSTRIES, INC.

Dennis

Dennis Thome
Supervisor Customer Services
Lighting Standards Division

DT:sll
cc: File # 46040-73
Matt Good

representatives

1111 southeast grand avenue † phone 503-234-0749 † portland, oregon 97214

November 26, 1973

General Electric Supply Co.
638 South Grape Street
Medford, Oregon 97501

Subject: Your #7730-45721-8D - Valmont #46040
Jackson County - 4th & Bartlett Streets

Gentlemen:

The factory has advised that this order is scheduled for shipment on 1/4/74. At the time the prints were forwarded to the factory, I had estimated that delivery would adhere to the original quoted delivery. During the period of time between which the order was quoted and approved prints were returned to the factory, [redacted]

We regret any possible job delay.

Sincerely yours,

GEORGE F. ROTH CO.

Geo Roth (cp)

George Roth

DEC 4 1973
RECEIVED
S... ELECTRIC CO.
MEDFORD, ORE.

PURCHASE ORDER

503-779-2
STEECK ELECTRIC CO.
P. O. BOX 1243 - 1046 COURT STR.
MEDFORD, ORE 97501
930 W. DELNORTE ST. EUREKA, CALIF.

NO. 9269

American Electric Supply co.
P.O. Box 1509
MEDFORD ORE

SHIP TO
Steeck Electric co
1046 Court Str
Medford ore,

[illegible]

SHIP VIA Best way

[redacted]-8,

	DESCRIPTION	PRICE	AMOUNT
1	TRAFFIC SIGNAL POLE #1 WITH A 10' MASTARM FOR MERCURY VAPOR FIXTURE AND A 18' MASTARM FOR TRAFFIC SIGNAL		
1	TRAFFIC SIGNAL POLE #2 WITH A 20' MASTARM FOR TRAFFIC SIGNALS		
1	TRAFFIC SIGNAL POLE #3 WITH A 10' MASTARM FOR MERCURY VAPOR FIXTURE AND A 20' MAST ARM FOR TRAFFIC SIGNALS.		
1	TRAFFIC SIGNAL POLE #4 WITH A 25' MASTARM FOR TRAFFIC SIGNALS.		
	FOR THE SUM OF		2845
	ALL POLES SHALL ACCORDING TO ENCLOSED PLANS AND SPEC.		
	THIS IS A PENALTY JOB		

AUTHORIZED SIGNATURE

FORM NO. PK1973-4

#7912

STATE COPY

WASH DC (HBO-32)

6-5-74

U.S ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

OSHD (Coulter)

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Jackson	DIVISION Oregon
IN COMPANY WITH Keith L. Martin, Resident Engineer, OSHD			
DATE OF INSPECTION 6/5/74	INSPECTION MADE BY T. P. Lowe, Area Engineer A. Masuda, Hwy Engineer Trainee Original Signed by T. P. LOWE		PROJECT NO. T-5019(4)
QUALITY OF WORK* Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED 273/150 = 182 %
WORK COMPLETED 100 %			

COPY

JUN 19 1974

Washington

4TH STREET AT BARTLETT STREET
MEDFORD
Traffic Signals

1. **Scope of Inspection**

This inspection consisted of driving through the project and discussing it with the Project Engineer.

2. **Description of Project**

This project consisted of signalizing one intersection.

3. **Findings and Recommendations**

This project was completed on April 19, 1974 and accepted by the City of Medford on April 22, 1974 (letter of acceptance attached to Division office copy of this report). The project was completed in substantial compliance with the plans and specifications. Final acceptance is recommended pending appropriate action on the following exceptions:

1. Contract time extension receipt and approval.
2. Approval of photo electric cells.
3. Certification of signal poles.

RECEIVED
JUN 2- 1974
Office of Assistant State Highway Engineer

6-20-74
cy Const.

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formerly PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7912

8

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 4th St. at Bartlett St. (Medford)

WEEK ENDING: May 18, 1974

SECTION PREFIX: 15-0606

HIGHWAY: City streets

COUNTY: Jackson

RECEIVED
MAY 20 1974

NAME OF JOB: 4th Street at Bartlett Street

KIND OF WORK: Traffic signal installation

CONTRACTOR: Steeck Electric Company

CONTRACT NUMBER: 7912

FEDERAL AID PROJECT NUMBER: EHS-T-5019(4)

DATE OF CONTRACT: July 9, 1973

DATE WORK STARTED: November 19, 1973

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 273

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 182.

PROJECT AUTHORIZATION: $17,461.25

EXCLUSIVE OF ENGINEERING: $15,936.25

ENGINEERING AUTHORIZATION: $1525.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $15,936.25

ENGINEERING COST TO DATE: $1954.23

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102.5

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 128.1 %

DATE PROJECT WAS COMPLETED: April 18, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Partly cloudy			
MONDAY 13	Partly cloudy			
TUESDAY 14	Cloudy			
WEDNESDAY 15	Cloudy			
THURSDAY 16	Cloudy			
FRIDAY 17	Partly Cloudy			
SATURDAY 18				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No activity all week
MONDAY 13	
TUESDAY 14	
WEDNESDAY 15	
THURSDAY 16	
FRIDAY 17	
SATURDAY 18	

REMARKS

Status: All work completed.

SIGNED Keith L. Martin LOCATION Grants Pass

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7912

May 8, 1974

Steeck Electric Company
P.O. Box 1243
Medford, OR 97501

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7912 for work on the 4th Street at Bartlett Street (Medford) project in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 13 days is granted which will delete $390 liquidated damages. This is for excess time used in checking and returning the pole shop drawings to you.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 3, 1974

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: 4th St. at Bartlett St. (Medford)
Contract No. 7912

TO: H. S. Coulter
Assistant Highway Engineer

FHWA did not concur in any time extension on this project. I interpret their response to say that there was an extra ordinary delay in checking the pole shop drawings but that this reason is not eligible for participation.

I therefor recommend we grant 13 days extension on a non-participating basis. The job was completed April 18 with 123 days liquidated damages. There may be a further request for extension that will review the material shortage reason.

JAB:fr

cc: V. L. Gallagher

RECEIVED
MAY 6 1974
Office of
Assistant State Highway Engineer

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 4, 1974

In reply refer to: 10-41-B3

SUBJECT: EHS-T-5019(4)
4th St. at Bartlett St. (Medford)
Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator and State Highway Engineer
Salem, Oregon

I do not concur with the 45 day time extension as recommended in Mr. Coulter's letter of March 21, 1974. The project is not completed and Mr. Coulter anticipated the contractor will make a second time request.

Mr. Coulter suggests 13 days of the 45 days recommended extension is warrented by the State's extra ordinary delay in approving shop plans. I do not concur in Federal participation of the 13 day time extension due to this extra ordinary delay.

Mr. Coulter indicates the remainder of the 45 day requested extension is due to materials shortage. Prior to my decision in this matter additional specific information must be gathered to substantiate the exact nature of the alleged shortage.

G. K. Hossner
for G. L. Green

RECEIVED
APR 8 1974
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

4-8-74
John Bond

RECEIVED
STATE HWY ENGR
APR 5 '74
REFER TO
Coulter
FOR

Info	Inves	R/D	DIR	Sign	Act	File
			✓			

7912

March 21, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM

for H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7912
4th St. at Bartlett St. (Medford)
FAP No. EHS-T-5019(4)

Steeck Electric Company, the contractor for the subject traffic signal installation, has requested an additional 45 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites late material delivery (both poles and controller parts) as the reason for his failure to complete the work on time.

The contract was awarded July 9, 1973, in the amount of $14,650, and 150 calendar days were allotted to complete the work, which forecast a completion date of December 16, 1973. As of March 16, 1974, the work was 69 percent complete with an expected completion date of April 5, 1974, and with 240 days counted. Liquidated damages accrue at $30 per day.

A purchase order showing that the poles were ordered at an early date (July 2) was included with the request. A December 21 letter from Econolite, the controller supplier, also cites material supply problems.

The poles ordered were not the catalog makes designated so approval of shop drawings was required. Thirty-four days elapsed from the time the pole shop drawings were received by the resident engineer until the approved drawings were returned. Two weeks is usually the maximum time required by the Bridge Design Section to check drawings from the date they receive them until they are returned to the field. Allowing an additional week for mailing and handling by the resident would forecast a total of three weeks. A 13-day extension would be justified for the additional time required in returning the approved drawings, aside from the material shortage aspect.

We are trying to be fair in recognizing material shortages with extensions. The 45 days requested will still leave 65 days over, if the job is finished by April 5. There will probably be a second request. The engineering has not yet overrun.

Your concurrence is requested in a 45-day extension as requested.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 20, 1974

FILE:

RECEIVED
MAR 21 1974
Office of
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
4th St. @ Bartlett St. (Medford)
Contract No. 7912
FAP No. EHS-T-5019(4)

Steeck Electric Company, the contractor for the subject traffic signal installation, has requested an additional 45 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites late material delivery (both poles and controller parts) as the reason for his failure to complete the work on time.

The contract was awarded July 9, 1973 in amount of $14,650 and allotted 150 calendar days to complete the work, which forecast a completion date of December 16, 1973. The work was 69 per cent complete as of March 16, 1974 with an expected completion date of April 5, 1974 and with 240 days counted. Liquidated damages accrue at the rate of $30 per day.

Late delivery of poles and controller parts has delayed the completion of the project according to the contractor's original request. A purchase order showing that the poles were ordered at an early date (July 2) was included with the request and the contractor claims that the late pole delivery is therefore beyond his control. A December 21 letter from the controller supplier (Econolite) also cites material problems, but a subsequent letter from the contractor indicates he then had everything but the poles so the poles wind up controlling the completion.

Thirty-four days elapsed from the time the pole shop drawings were received by the resident engineer until the approved drawings were returned. Two weeks is usually the maximum time required by Bridge Design to check drawings from the date they receive them until they are returned to the field. Allowing an additional week for mailing and handling by the resident would forecast a total of three weeks. A 13-day extension would be justified for the additional time required in returning the approved drawings.

The contract provided that poles shown on the "Pole List" would not require shop drawings. The purpose of providing a pole list whereby poles could be ordered by number was to reduce the time required to obtain poles. The contractor elected to obtain poles from a supplier not shown on the list. Contracts let prior to the time pole lists were provided required 190 days for pole delivery on the average and approximately 200 calendar days were therefore necessary for small signal installation projects. Only 150 calendar days were allotted for the subject project with a catalog pole list and the overrun of contract time may be simply due to the contractor's decision to order poles not shown on the list. On the other hand, we are trying to be very fair in recognizing material shortages with extensions. The 45 days requested will still leave 65 days over if the job is finished April 5. The engineering has not yet overrun.

I therefore recommend the 45 days extension as requested. There will probably be a second request which would get a close analysis before recommending anything further.

This is a "Federal-Aid Topics Project" and any revision in contract time will require the concurrence of the FHWA. A rough draft letter requesting their approval is attached.

JAB:WR:fr

Att.

cc: V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7912 Contractor Steeck Electric Company

Highway City Streets

Section 4th St. at Bartlett St. (Medford)

Kind of Work Traffic signal installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend an extension of 45 days without assessment of liquidated damages because of delay of delivery of poles and controller parts.

Recommended for Approval:

J. X. Wilson
Division Engineer

Div.
Construction Engineer ~~or Bridge Engineer~~

Acting Ass't State Highway Engineer

Contract No. 7912
Project designation EHS-T-5019(4) State-Federal
Date awarded 7/9/73
Work started 11/19/73
Per cent completed Date
No. of Workdays Allowed
No. of Workdays Used
No. of Added Workdays Requested

[illegible]

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 12-10-, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 195 days, within which to complete our Contract No. 7912, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Due to delay of the delivery of the poles and controller parts. This request is being made because we made every effort to purchase poles on time, we have submitted a copy of our Purchase Order #9269 which shows these poles were ordered 18 days before our notice to proceed was received from the State. Since this delay is beyond our control we respectfully submit this request and trust that your consideration in this matter will be favorable.

Respectfully submitted,

STEECK ELECTRIC CO.
Contractor

By Herman Steeck, Owner

CONSENT OF SURETY

Date 10 Dec., 19 73

We, *Industrial Indemnity Company*, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Resident Agent

(SEAL)

7911

10-2-73

FORM PR-33A
(REV. 3-68)

OSUD (Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Jackson	Division Oregon
Date of Inspection 10/2/73	Inspection Made By T. P. Lowe, Area Engineer		Project No. T-5019(4)

In Company With
Keith Martin, Resident Engineer

COPY SENT
OCT 17 1973
REGIONAL OFFICE

Location
Intersection of 4th Street and Bartlett Street in Medford.

Contractor Name and Address
Steeck Electrick Co., Medford, Oregon

Award Date 7/9/73	Contract Amount 14,650.00	Time Allowed 150 Cal days	Time Started 7/20/73	Work Started -
Quality of Work -	Progress of Work -	Time Elapsed 40 %	Work Completed 0	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Traffic Signals	Y031	-	-	-	-

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

NOTED
H.S. COULTER

REMARKS: **(Report details of statewide inspection-in-depth on form PR-33D)*

4TH STREET AT BARTLETT STREET (MEDFORD)

Traffic Signals

1. Scope of Inspection

This contact consisted mainly of a conversation with the Resident Engineer while traveling between other projects.

2. Description of Project

The project consists of signalizing one intersection only.

10-17-73
Constr.
cy Young

3. Findings

No field work has started to date. Approximately 60 days (40%) has elapsed since time started. The pole drawings have been submitted by the contractor and approved by the State. The Resident Engineer explained that inadvertant routing of the pole drawings resulted in about a month delay in State approval. This may be justification for a time extension should the need arise.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

7912

5

July 19, 1973

Stoeck Electric Company
P. O. Box 1243
Medford, Oregon   97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7912 for traffic
signal installation on 4th Street
at Bartlett Street in the City of
Medford in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

hm
Enclosure

cc Industrial Indemnity Co.
720 Southwest Washington
Portland, Oregon   97205

Industrial Indemnity Co.
P. O. Box 3623
San Francisco, Calif. 94120

bc C. T. Kessey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Keith Martin

7912

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 7-27	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Jackson
PROJECT REPORT NO. 9	7-18-73	PROJECT NO. EHS-T-5019(4) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City of Medford "Medford City-Wide Traffic Signals"

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	9-24-72	0.0
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-3-73	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 63.56%

ESTIMATED TOTAL COST OF PROJECT $ 25,225	FEDERAL FUNDS $ 16,032.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunt

Asst. State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green (Division Engineer)

Date executed by Division Engineer JUL 18 1973

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on April 4, 1972.

Oregon State Highway Division

Federal-Aid Project
No. EHS-T-5019(4) Safety

CITY WIDE TRAFFIC SIGNALS (MEDFORD) SECTION

CITY STREETS IN MEDFORD IN JACKSON COUNTY

Salem, Oregon, July 10, 1973

Project Agreement Estimate.

Type Code PE

Preliminary Engineering	All Required	$ 9,000.00

Type Code Y031
Traffic Signals **(City Streets, Medford)**

Temporary Protection and Direction of Traffic	All Required	$ 450.00
Traffic Signal Installation, Complete	All Required	14,200.00
		$ 14,650.00

Additional Items

Flagging (60% of Contractors Cost)	All Required	$ 100.00
	Subtotal	$ 14,750.00
	Engineering	1,475.00
	Total	$ 16,225.00*

Length of Project - - - - - - 0.00 mile

*Includes $500.00 for Controller Unit Testing

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 9,000.00	$ 5,720.00	$1,640.00	$1,640.00
Traffic Signals	16,225.00	10,312.00	2,956.00	2,957.00
Total	$25,225.00	$16,032.00	$4,596.00	$4,597.00

Group 1 - 100%

Contract No. 7912

Prefix: 15-0606

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **July 12, 1973**

TO **G. L. Green, Division Engineer**
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXr
Federal Highway Administration

FROM L. H. Young
L. H. Young
Office Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of July 2, 1973 is requested in the award of contract for the 4th St. at Bartlett St. (Medford) Section, Project No. EHS-T-5019(4).

The contractor receiving the award is Steeck Electric Co., in the amount of $14,650.00, with Contract No. 7912 assigned. This bid was received on June 28, 1973 and awarded on July 9, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

NOTED
R. D. ASBURRY

Federal Highway Administration endorsement

Date 7-13-73
I concur in the award.

Vernon O. Cusey
for **G. L. Green**
Division Engineer

RECEIVED
JUL 1 8 1973
OFFICE ENGINEERING SECTION

Chase
NOTED
L. H. YOUNG

NOTED
R N CHASE

7912

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Mr. Duane L. Scroggins
Public Works Director
City Hall
Medford, Oregon 97501

July 9, 1973

#7912

Re: TOPICS Project T-5019(4)
4th Street @ Bartlett Street

Dear Mr. Scroggins:

This will acknowledge receipt of the City of Medford's check in the amount of $5,200 which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded today. Enclosed for your information and records are one copy each of the contract and project plans.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:mm
Encl.

bc: R. L. Schroeder
L. E. George
L. H. Young
A. Shirley, Jr.

RECEIVED
JUL 9 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

7912

5

bc C. T. Keasey
W. Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Keith Martin
William Geibel (SAIF)

July 9, 1973

Stoeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on July 3, 1973, accepted your proposal for traffic signal installation on 4th Street at Bartlett Street in the City of Medford in Jackson County in the amount of $14,650 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration and the City of Medford is received and the City deposits $3,200.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7912.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 20, 1973.

Very truly yours,

C. W. Hood, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7912

Yellow

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July 5, 1973

Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

Gentlemen

The State Highway Commission took action July 2 on the following projects in which you were the low bidder on June 28

Traffic signal installation on US 101 at East Bay Drive in Coos County. The Commission awarded this project to you in the amount of $11,000. Contract forms will follow. – TRA 7-6 Gen.

Traffic signals at Garden Valley Road at BLM Access (Roseburg). The Commission referred all bids to Douglas County for processing. – TRA 7-6 Gen.

Traffic signals on 4th Street at Bartlett Street in Medford. ✓ The Commission accepted your bid in the amount of $14,650 and referred it to the Administrator of Highways to award the contract as soon as approval is received from the Federal Highway Administration and the City of Medford, and $5,200 is deposited by the City. When these conditions have been fulfilled, we will let you know. – TRA 13 Medford

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

bc C. T. Keasey
Walt Hart
L. H. Young
Attn Vince Gallagher
Alfred Shirley
Eugene A h
Douglas County Engineer
Keith Martin

7912

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cc: A. E. Johnson
R. L. Schroeder
L. H. Young
A. Shirley

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 28, 1973

Mr. Duane L. Scroggins
Public Works Director
City Hall
Medford, Oregon

RE: TOPICS Project EHS-T-5019(4)
4th St. @ Bartlett St.

Dear Mr. Scroggins:

The State Highway Commission opened bids today for the subject project. The apparent low bid was submitted by Steek Electric Company of Medford.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$14,650
Anticipated additional items:		
Flagging	$100	
Testing	500	
	$600	600
		$15,250
Engineering & Contingencies (14½%)		2,211
		$17,461
Estimated preliminary engineering to date		8,539
TOTAL		$26,000
City's Advance Deposit:		
20% of TOTAL		$ 5,200

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $5,200) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By Richard H Bladorn
Richard H. Bladorn
Urban Program Engineer

RECEIVED
JUN 28 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RHB:lat

7912 5

DEPARTMENT OF TRANSPORT - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION** 5-21-73	RAL AID PROJECT NO. T-5019(4) STATE PROJECT NO. 4TH ST. AT BARTLETT ST. SECTION (MEDFORD)
FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO. ITEM NO. T-72
COUNTY NAME	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAY 23 '73
REFER TO
FOR
Info
Invcs
R/W
D/R
Sign
✓ Act
File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 3, 1973	MAY 21, 1973	TOPICS - TYPE 2
		STATE ROUTE NUMBER
		CITY STREET

GENERAL LOCATION:

CITY OF MEDFORD

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* CONTRACTOR'S FLAGGING $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAY 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-21-73		✓DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
COUNTY & CITY SECTION
MAY 22 1973
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ OE
☑ UPC ☑ CE ☑ RE ☑ RPE ☐

Budget Bureau No. 41-R2068; Approv
U.S. DEPA
BUR

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO. R5-5

DATE SUBMITTED TO W.O. MAY 21 1973

CARD 2	REPORT NUMBER (19) 7 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City of Medford 65	ADT	12,300	FUTURE (66) 20,900 (70)	YEAR (71) 92 (72)	REGION (74) 10 (75)	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 P.E. & Traffic Signals 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 EHS-T- 23	NUMBER-AGR. NO. 7 5019(4)

CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS			COUNTY NAME Jackson		
	NAME OF URBAN AREA 17-31 Medford	F.A. SYSTEM Primary Type II		RTE NO. T	FEDERAL AID	STATE (32) City St.

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS
1	(1a-8)	10	41	42	43-46	53					(54) (58)	(59) (66)	(67) (70)	
5					PE		(Safety) ITEM AS NOW PRO-GRAMED	72	EHS-T-5019(4)	City of Medford "Medford City-Wide Traffic Signals"	0.0	5,000	3,178	911 911 (City)
5					ROW									14,431
					CONST		Y031				0.0	79,200	50,338	14,431 (City)
										PROJECT TOTAL	0.0	84,200	53,516	30,684
5					PE		(Safety)	72	EHS-T-5019(4)	City of Medford	0.0	9,000	5,720	1,640 1,640 (City)
					ROW		RE-QUESTED REVISION							3,678
					CONST		Y031			"4th St. @ Bartlett St. Section"	0.0	20,185 (16) (23)	12,829 (24) (33)	3,678 (City)
										PROJECT TOTAL	0.0	29,185	18,549	10,636

5-16-73

CH
PR

P.E. al
replace
control
interse

P.E. al
pretime
at inte
Bartlet

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To adjust project termini. To reduce the scope of the project to signals at one intersection as requested by the City of Medford & agreed to by the the project cost to conform with the latest data and cost estimate.

DATE OF INITIAL APPROVAL: June 13, 1972

OTHER:
September 24, 1972
December 14, 1972
January 3, 1973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVE
DATE May 16, 1973	DATE	DATE MAY 21
SIGNATURE	SIGNATURE	SIGNATURE
Office Engineer	TITLE	TITLE VERNON Engineering

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

D
TION
☑
☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
12,300	20,900	92	10	Oregon	35	077	72

PROJECT NUMBER

ANEOUS FUNDS ONLY

IF.	DA AREA	EMERG YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI. MI.	DESIG.
				EHS-T-	5019(4)		

I PROJECTS ONLY

COUNTY NAME: Jackson

CODE: 029

	RTE NO.	FEDERAL AID	STATE	U.S.
Type II	T		City St.	

	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: STATE FUNDS	CHARACTER OF PROPOSED WORK
de	0.0	5,000	3,178	911 911 (City)	P.E. all phases. Install, replace and update traffic control signals at 20 intersections.
	0.0	79,200	50,338	14,431 14,431 (City)	
AL	0.0	84,200	53,516	30,684	
	0.0	9,000	5,720	1,640 1,640 (City)	P.E. all phases. Install pretimed traffic signals at intersection of 4th & Bartlett St.
lett St.	0.0	20,185	12,829	3,678 3,678 (City)	
AL	0.0	29,185	18,549	10,636	

To adjust project termini. To reduce the scope of the project to installing
ntersection as requested by the City of Medford & agreed to by the OSHD. To adjust
to conform with the latest data and cost estimate. (OVER)

RECOMMENDED		APPROVED	
DATE		DATE	MAY 21 1973
SIGNATURE		SIGNATURE	Original Signed by
TITLE		TITLE	VERNON V. CUSACK Engineering Coordinator

involved.

USCOMM-DC 49008-P61

REASON FOR CHANGE: continued

For Form PR-37: Preliminary Engineering:

Field Work	$1,000
P.S. & E. Prep.	8,000
	$9,000

7912

May 2, 1973

City of Medford
City Hall
Medford, Oregon 97501

Attention: Mrs. Edith Updike
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5799

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement for installation of traffic signals and intersection illumination on 4th Street at Bartlett Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

7

OFFICE OF
THE CITY MANAGER

CITY OF MEDFORD
MEDFORD, OREGON 97501

April 24, 1973

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Or. 97310

Attention: Mr. Richard Bladorn ✓

TOPICS Project EHS-T-5019 (4)
4th Street & Bartlett Street

Dear Mr. Baldwin:

Enclosed are three certified copies of Ordinance No. 1603 authorizing the signing of the Oregon State Highway Commission for the referenced project. This ordinance was passed by the Medford City Council April 5, 1973 and signed by the mayor April 9, 1973.

Sincerely yours,

Archie J. Twitchell
City Manager

AJT:jp

Encl.(3)

RECEIVED
COUNTY & CITY SECTION
APR 25 1973
☐ ENGR. ☑ [illegible] ☐ OE ☑ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

RECEIVED
APR 25 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

MEMO TO FILE
March 6, 1973

Re: TOPICS Project EHS-T-5019(4)
Citywide Traffic Signals
City of Medford

The City has rejected the low bid on this project and has requested that the project be revised to eliminate all portions except the traffic signal installation on 4th Street at Bartlett Street.

A new agreement will be drawn up and forwarded to the City.

Revised schedule date is June 21, 1973.

New project name is as follows:

TOPICS Project EHS-T-5019(4)
4th Street @ Bartlett Street Section
City of Medford

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: A. E. Johnson
R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
J. H. Versteeg
T. P. Lowe, FHWA
Ben Gifford

Cost Est.	$19,500
P.E.	7,500
	$27,000

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

RECEIVED
COUNTY & CITY SECTION
MAR 2 - 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS PROJECT REQUEST - ITEM NO. 2 OF 3

Date February 14, 1972

Name of City Medford

Major Street Name Fourth Street

Section Name Intersection of Fourth Street and Bartlett Street

Location of Project (Attach sketch map) Length Intersection only

On Which System? Primary I ______ Primary II X or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ______; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No

Explain Intersection of two City streets

General description of proposed project: To install a new fixed-time traffic signal installation at this intersection. Street lighting is proposed on traffic signal poles.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Intersection of Fourth Street and Bartlett Street.

2. Type: a. Traffic Control ______
   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated ______
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T-1-69
(rev. 12-70)

c. Caution _______
d. Drawbridge _______
e. Lane-direction _______
f. Other _______

3. Number of Phases:
   a. Two X
   b. Three _______
   c. Multiple _______

4. Is interconnection for coordination necessary? No Remarks: Interconnection to be accomplished by use of leased telephone wires.

   If so, by cable or leased telephone line? _______

5. Type of Suspension:
   a. Mast Arm X
   b. Span Wire _______
   c. Signal Bridge _______

6. Paint Color Desired: Grey

7. Present Signalization: None

8. Other Remarks: Bartlett Street is presently stopped at Fourth Street.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Northwest and southeast corners of Intersection. Mounted on traffic signal poles.

2. Type:
   a. Mercury Vapor X
   b. Fluorescent _______
   c. High-pressure Sodium _______
   d. Incandescent _______

3. Luminaire Distribution Type and Classification:
   a. I _______
   b. II _______
   c. III X
   d. IV _______
   e. V _______

Footnotes:

4. Luminaire Wattage:
a. 175 ______
b. 250 ______
c. 400 __X__
d. 700 ______
e. 1000 ______

5. Luminaire Spacing: Approx. 60 feet

6. Maintained Intensity: 2 F.C.

7. Uniformity Ratio: 3:1

8. Proposed Mounting Height:
a. 30 ft. __X__
b. 40 ft. ______
c. 45 ft. ______
d. 50 ft. ______

9. Pole Type:
a. Wood ______
b. Steel __X__
c. Aluminum ______

10. Operating Voltage:
a. 120 ______
b. 240 __X__
c. 480 ______
d. Series ______

11. Type of Wiring:
a. Overhead ______
b. Underground __X__

12. Present Illumination: One, 400 watt Mercury Vapor mounted on wood pole, S.E. corner.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: None Required

2. Desired Work: ______

3. Typical Cross Section: ______

4. Curbs? ______ If so,
   - a. Type Desired: (Standard, monolithic, rolled, or special) ______
   - b. Exposure ______ inches
   - c. Width between curbs ______ ft.
   - d. Desired curb radius ______ ft.

5. Surfacing: A.C. ______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: ______

7. Traffic Control Signing:
   - a. By City at City Expense? X, No additional signing anticipated.
   - b. By State at City Expense? ______

   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   - a. By City at City Expense? X
   - b. By State at City Expense? ______

   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   - a. Length ______ ft.
   - b. Width ______ ft.
   - c. Type ______
   - d. Location: Some sidewalks will need replaced after installation of traffic signal poles and underground conduit.

Footnotes:

IV. STRUCTURE DATA:

1. Location: None Required ______

2. Desired Work: ______

3. Name of Structure: ______

4. Name of Stream, Street or Facility being Spanned: ______

5. Desired Roadway Width of Structure: ______ ft.
   (NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? ______ft. Location ______

7. Is a particular type of structure and design desired? ______
   Explain: ______

8. Can street be closed during construction? ______

9. Detour:
   - a. Required? ______
   - b. By City? ______
   - c. By Contractor? ______

10. Approaches or Connections:
    - a. By City? ______
    - b. By Contractor? ______
    - c. Traveled surface: Type ______
      Width ______ ft.
    - d. Shoulders: Type ______
      Width ______ ft.

11. Existing Structure:
    - a. Remain in Place? ______
    - b. Use for Detour? ______
    - c. Removed by City? ______
    - d. Removed by Contractor? ______
    - e. Salvaged by Contractor for City? ______

    (NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______
    a. By City? ______
    b.. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: ______
       Owner: ______
    b. Sanitary Sewer Mains: ______ Size: ______
       Owner: ______
    c. Storm Sewer: ______ Size: ______
       Owner: ______
    d. Gas Mains: ______ Size: ______
       Owner: ______
    e. Power Lines: ______
       Owner: ______
    f. Telephone Lines: ______
       Owner: ______
    g. Other Utilities: ______

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______

15. Does City wish lightpost bases and conduit installed? ______

16. Are there any unusual or complicating conditions? ______
    Explain: ______

17. Describe Existing Structure: ______

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60 ft.
   - a. Maximum: 60 ft.
   - b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: Signals can be installed within existing right-of-way.

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ________

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ________

8. Are utilities on existing right-of-way by? Permit x or Franchise ____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ________, and dates between which water can be turned off:
   From ________ To ________ Location: ________

10. Are there any railroad crossings? No Location: ________

Footnotes:

a. Name of Railroad ______

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ______ Distance ____ft.
(2.) (Direction) ______ Distance ____ft.

d. Number of Trains: (1) Passenger ______ Speed ______mph
(2) Freight ______ Speed ______mph

e. Angle of Intersection: ______

f. Type of Existing Crossing: (1.) Grade ______
(2.) Overcrossing ______
(3.) Undercrossing ______

g. Existing Protection: (1.) Advance warning signs ______
(2.) Automatic flasher ______
(3.) Automatic bell ______
(4.) Gates ______
(5.) Stop signs ______
(6.) Crossbucks ______
(7.) Other ______

h. Proposed Type Crossing and Protection: ______

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 156,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 63,000 (Total of 3 requested items)
3. Date Match Money is Available: City's share is budgeted and available.
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $______

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** The State Highway Department has completed the preliminary Area-Wide Plan. The City has approved the Plan and made recommendations on the Plan to the State prior to final printing.

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** Fourth Street is four lanes, two in each direction. ADT = 10,200. Bartlett St. is two lane, two-way with ADT of 2,100. In 1967, 1968 and 10 months of 1970 there were 20 accidents, of which 1[illegible] were of a type preventable by traffic signals. A traffic signal warrant analysis shows that traffic signals are warranted at this location.

3. **This Project Would Accomplish the Following:** Traffic signals should reduce the number of right angle accidents at this location. Traffic signals will reduce the delay and hazard to Bartlett Street traffic crossing 4th Street. The traffic signals will not seriously disrupt progressive traffic flow on 4th Street.

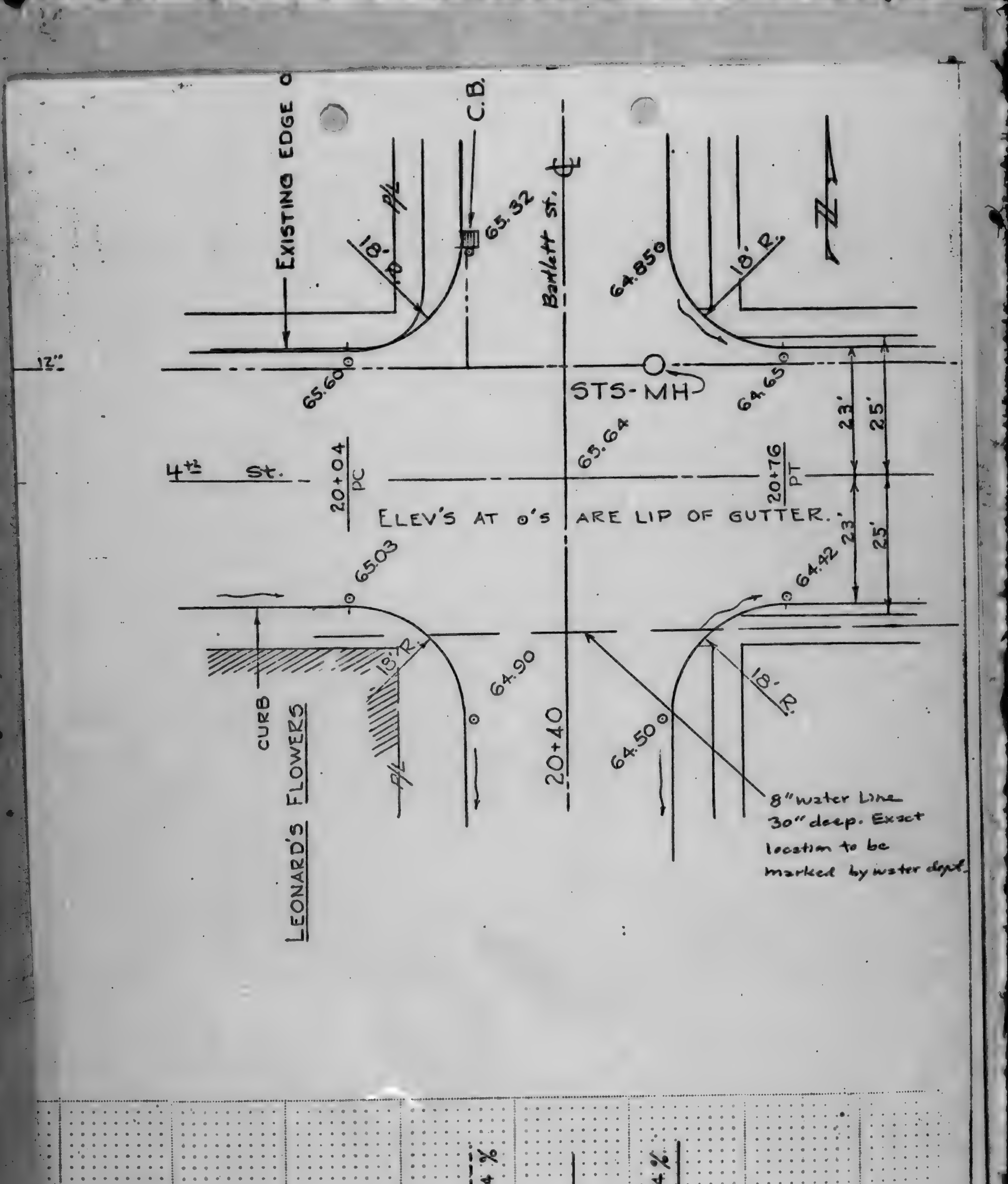
This application is not complete unless a sketch map showing the location of the project is attached.

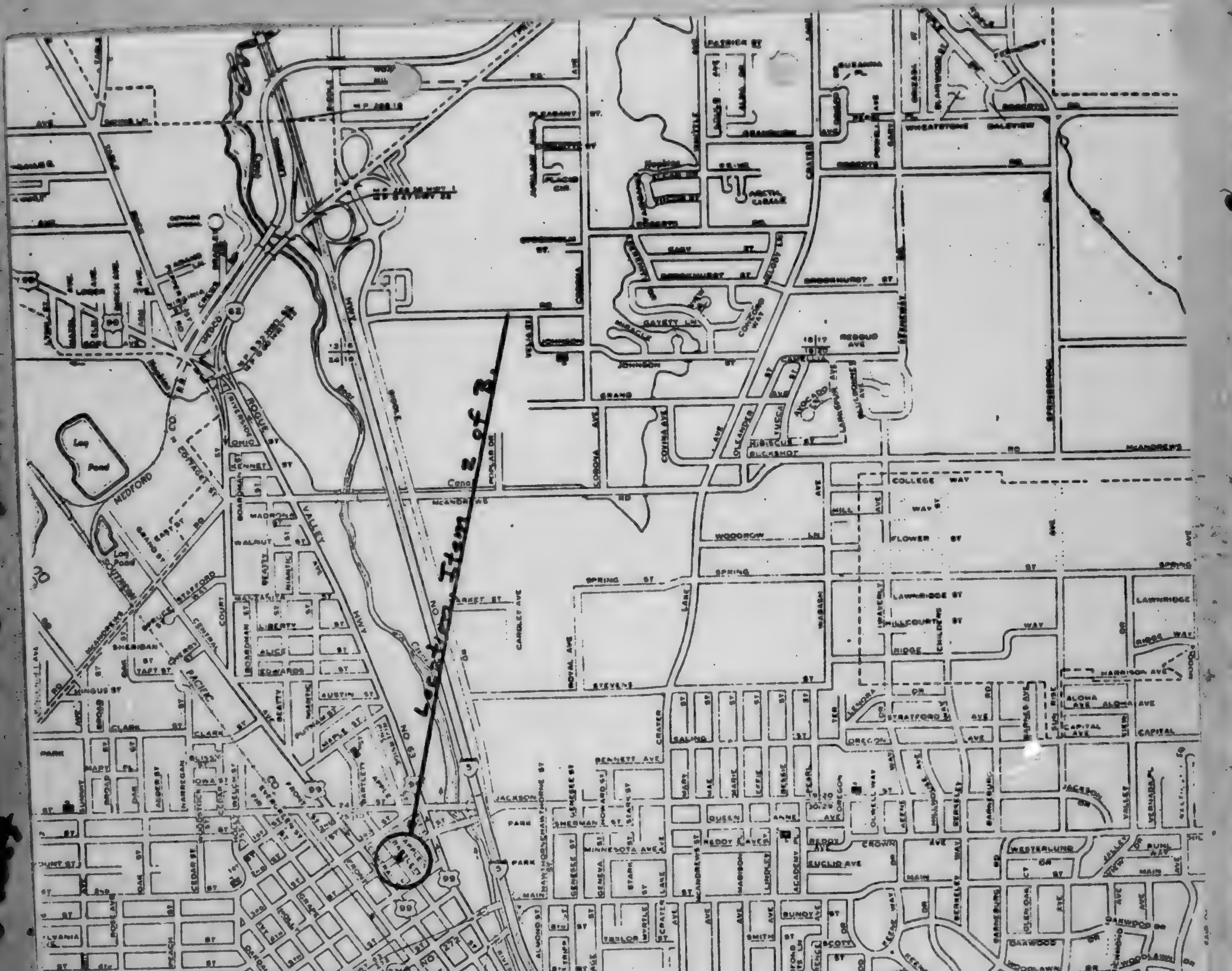
The Medford ______ City Council on the ______ day of ______, 19____, adopted Resolution No. ______ or Ordinance No. ______, as the case may be, requesting this TOPICS project.

By ______

By ______

T-1-69
(rev. 12-70)


EXISTING EDGE O
C.B.
P/L
18' R
65.32
Bartlett St. ℄
64.850
18' R.
N
12"
65.600
STS-MH
64.65
23'
25'
65.64
4th St.
20+04 PC
20+76 PT
ELEV'S AT o'S ARE LIP OF GUTTER.
23'
25'
65.03
64.42
18' R.
64.90
CURB
LEONARD'S FLOWERS
P/L
20+40
64.500
18' R.
8" water Line
30" deep. Exact
location to be
marked by water dept.
+0.44 %
℄
-0.04 %
C.B.



Location, Item 2 of 3.

Log Pond
MEDFORD
ROGUE VALLEY
MCANDREWS RD
COLLEGE WAY
WOODROW LN
SPRING ST
LAWNRIDGE
STEVENS
JACKSON
MAIN
SISKIYOU BLVD
BARNETT
STEWART AVE
SOUTHERN PACIFIC
PACIFIC HWY
JACKSON COUNTY FAIRGROUNDS
ARMORY
GARFIELD
HOLMES AVE
Log Pond
99
238
62

RESOLUTION NO. 825

A RESOLUTION authorizing the City Manager to make application for Federal funds to assist in street development under the TOPICS Program.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MEDFORD, OREGON, that Archie Twitchell, the City Manager of the City of Medford, Oregon, is authorized to sign in the name of the City, all applications for Federal funds and grants for street projects and improvements within the TOPICS Program.

PASSED by the Council and signed by me in open session in authentication of its passage this 19th day of March, 1970.

ACTING Mayor

ATTEST:

City Recorder

APPROVED by me this 23 day of March, 1970.

7913 Carter Bridge (Pier 2 Protection) 1973
Sec. of the Clackamas Highway

7413

STATE COPY

13

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

9-15-75

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 13	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 9-15-75	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. ERFO 253(1)
COMPLETION DATE See below	ACCEPTANCE DATE BY CONTRACT AGENCY See Below	TIME ELAPSED See below %	CONTRACT TIME See below
APPROVED EXTENSIONS See below	LOCATION Intermittent locations along 76 Clackamas Hwy between Forrest Boundary & Bull Creek		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
SEP 24 1975
Washington

H.S.

FORREST BOUNDARY-BULL CREEK SECTION
CLACKAMAS HIGHWAY
Flood Repair

Work completed under this project consisted of roadbed grading, riprap placement, aggregate base and asphalt concrete pavement necessary to repair the flood damage which occured during the flood of 1972. It was subsequently discovered after the water level had dropped that considerable damage had been done to the westerly pier of Carter Bridge. Because of unsupportable high cost quoted by the contractor for repair of the pier it was necessary to negotiate with another contractor to complete the pier repair. As a result there were two separate contracts awarded on this project as follows:

RECEIVED
STATE HWY ENGR
SEP 24 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
SEP 25 1975
Office of
Assistant State Highway Engineer

9-25-75
cy Co

Contract 7828 - Forrest Boundary-Bull Creek Section.

Contract awarded October 4, 1972 in the amount of $644,532.00. Completed August 1, 1973 at a final estimate cost of $838,616.16 including $17,474.95 for anticipated items; $42,563.03 for contingencies, and $71,000.00 for engineering which is approximately 9 percent below the total authorized amount of $919,463.50. A total of 188 calendar workdays were used as compared to the 250 allowed under the contract. The contract was

*NOTE: Not applicable for direct federal projects.

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 9-15-75	TITLE District Engineer	DATE SEP 24 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

accepted by the Oregon Transportation Commission on September 26, 1973.

Contract No. 7913 - Clackamas River (Carter Bridge).

Contract awarded July 23, 1973 in the amount of $98,650.00. Completed November 16, 1973 at a final cost of $87,650.00. The contract specified a completion date of October 15, 1973. A 32-day extension of contract time was approved on January 21, 1974. The contract was accepted by the Oregon Transportation Commission on January 23, 1974.

STATE COPY

REGION FILE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* — 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Clackamas	ERFO-253(1)	

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
CARD A		CONSTRUCTION TYPE CODES		6201		DATE STARTED November 14, 1972
	20	FINAL CONSTRUCTION COST	DOL.	765,116		DATE COMPLETED August 1, 1973
	21	LENGTH OF PROJECT	MILES	0.955		TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	30,380	219,254

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	94,257	
	9	PETROLEUM PRODUCTS	GAL.	79,000	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.	8,476	
	3	BITUMINOUS MATERIAL	GAL.	50	
	4	LUMBER	THSD BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.	20,000	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	43	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	2,287	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	16,000	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	5,818	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		8	1,247
		12	442
		18	194
		24	102
		30	26
		36	14
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE

7913

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January 29, 1974

Safeco Insurance Company of America
1500 S. W. First Avenue
Portland, OR 97201

Gentlemen:

On January 25, 1974, we wrote to you concerning release of final payment on Contract No. 7913 awarded to Willamette Western Corporation for work on the Clackamas River (Carter) Br. Section of the Clackamas Highway in Clackamas County.

Final payment on this contract is $4,700 and the total contract amount is $91,198.28, including $2,638.28 performed under force account.

Very truly yours,

G. W. Hand, Manager
ADMINISTRATIVE SERVICES

vw
cc Willamette Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97203

bc G. T. Kessey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7913

January 24, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7913, Work Completed November 16, 1973

Project Clackamas River (Carter) Bridge

Highway Clackamas, County Clackamas

Type of Work Structure

Contractor Willamette-Western Corporation

Recommended Acceptance Date January 23, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

VG:js

7913

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January 21, 1974

Oregon Transportation Commission

F. B. Klaboe
Administrator and
State Highway Engineer

Time Extension Request
Clackamas River (Carter) Bridge
F.A.P. ERFO-253(1)
Contract No. 7913

Willamette Western Corp., the contractor on this project, has requested a 36-day extension of contract time without assessment of liquidated damages. Delays to contract completion cited by the contractor were labor disputes and extra work added to the contract.

This was a negotiated contract for emergency repair work to an existing bridge footing which had become undermined from stream bed erosion. The contract was awarded July 23, 1973, and had a specified completion date of October 15, 1973. Work was completed November 16, 1973, an overrun of 32 days at $75 per day, or $2,400 in liquidated damages.

The Operating Engineers were on strike at the time this contract was awarded. Shortly after the first labor dispute was settled, a second dispute occurred involving the Laborers Union. The contractor moved onto the project August 22, the day following settlement of this second dispute, and 31 days after award of the contract. This contractor was clearly involved in the same labor disputes on three other highway projects and did not perform significant work during this period.

Work added to the contract by two late Extra Work Orders also justify several days extension.

I have, therefore, granted a 32-day extension which will delete all liquidated damages. This was a federally financed emergency restoration project and we have the concurrence of the Federal Highway Administration.

This matter will be included in the report on time extensions on the agenda for your information at the January 30 meeting.

George M. Baldwin
C. W. Head
bc: A.E. Johnson
H. S. Coulter
C. T. Kensey
V. E. Skoog
D. R. Adams
V. L. Gallagher
Gary Sund
R. E. Whipps

JAB:fr cm

7913

January 21, 1974

Willamette-Western Corporation
Foot of North Portsmouth Avenue
Portland, Oregon 97203

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7913 for work on the Clackamas River (Carter) Bridge on the Clackamas Highway in Clackamas County.

Careful consideration was given to the reasons you submitted. In light of the available facts and provisions of the contract, an extension of 32 days is granted. This is for delays to contract completion because of labor disputes and extra work orders 2 and 3 added to the contract, and will eliminate all liquidated damages.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. W. Head
A. E. Johnson
H. S. Coulter
V. E. Skoog
D. R. Adams
V. L. Gallagher
C. T. Keasey

JAB:fr cm

7913

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 16, 1974

In reply refer to: 10-41-A1

SUBJECT: Oregon Project ERFO 253(1)
Clackamas River (Carter) Bridge
Time Extension Request

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons given in Mr. Coulter's January 14, 1974 letter, the 32-day extension of contract time is approved.

Vernon V. Cusack
Vernon V. Cusack

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JAN 17 '74
REFER TO
Coulter 1-8-74
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					☒	

RECEIVED
JAN 21 1974
Office of
Assistant State Highway Engineer

1-21-74
cy Constr.
Schwartz
Gallagher

NOTED
H.S. COULTER

7913

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January 14, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7913
Clackamas River (Carter) Bridge
Federal-aid Project ERFO-253(1)

Willamette Western Corp., the contractor on the subject project, has requested a 36-day extension of contract time without assessment of liquidated damages. Delays to contract completion cited by the contractor were labor disputes and extra work added to the contract.

This negotiated contract was for emergency repair work to an existing bridge footing. The contract was awarded July 23, 1973 with a specified completion date of October 15, 1973. Work was completed November 16, 1973, an overrun of 32 days. The price quotations were dated June 4, so 49 days elapsed before acceptance of the bid. This was to obtain necessary FHWA approvals and concurrence in the award and the contract documents prepared. This, in itself, might be a basis for extension.

The Operating Engineers were on strike at the time the contract was awarded. Shortly after the first labor dispute was settled, a second dispute occurred involving the Laborers Union. The contractor moved onto the project August 22, the day following settlement of the second dispute, 31 days after award of the contract. This contractor was involved in the same labor dispute on three other highway projects and did not perform significant work during this period. This project should be extended 30 days because of labor disputes.

Work added to the contract by late Extra Work Order 2 (riprap $3,000) and Extra Work Order 3 (salvage and reinstall guard rail $900) required six workdays, or the equivalent of over eight calendar days. EWO 2 required five of these workdays and was performed during the last week of contract work, while EWO 3 required an additional workday. The contract should be extended eight days due to this added work.

The total delays affecting completion of the project amount to 38 days, which is more than the 32-day time extension required to waive all liquidated damages. Your concurrence in a 32-day extension is requested.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7913 Contractor Willamette Western Corporation

Highway Clackamas

Section Carter Bridge

Kind of Work Footing Pier

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

During a period of 31 days from July 23, when the contract was awarded, to August 23, when work began, only 7 days were available to the contractor because of Operating Engineers and laborer strikes. This period would justify an extension of 24 days. Extra Work Order items for placement of riprap and the salvage and re-install guard rail, combined to warrant an additional extension of 8 days. ~~Additional time can be granted due to very difficult and unanticipated rock conditions encountered in installation of rock anchors and will combine to justify the increase in contract time of 32 days.~~

Recommended for Approval:

Division Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 7913

Project designation Federal
State-Federal

Date awarded 7-23-73

Work started 8-23-73

Per cent completed 100%

Specified completion date ~~No. of Workdays Allowed~~ Date 10-15-73

Project completed ~~No. of Workdays Used~~ 11-6-73

No. of Added ~~Work~~days Requested 32

[illegible]

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 16, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 96 days, within which to complete our Contract No. 7913, without the assessment of liquidated damages. The said contract is described as follows: Clackamas River (Carter) Bridge, Clackamas Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Union strikes July 23, 1973 (Contract starting date) through August 22, 1973 - Total days, 23 each.

Extra work - guard rail, rip rap, additional and longer anchor bolts, changed rock conditions in area requiring anchor bolts. Total days, 13.

Respectfully submitted,

WILLIAMETTE-WESTERN CORPORATION
Contractor

By
Harvey C. Washburn

CONSENT OF SURETY

Date November 19, 19 73

We, SAFECO INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William K. Thie
Attorney-in-fact William K. Thie

(SEAL)

Corroon & Black-Forsgren
Resident Agent

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1974

SUBJECT: Time Extension Request
Clackamas River (Carter) Bridge
F.A.P. ERFO-253(1)
Contract No. 7913

To: H. S. Coulter
Asst. State Highway Engineer

John A Bond

FROM: John A. Bond
Construction Administration Engineer

Willamette Western Corp., the contractor on the subject project, has requested a 36-day extension of contract time without assessment of liquidated damages. Delays to contract completion cited by the contractor were labor disputes and extra work added to the contract.

This negotiated contract was for emergency repair work to an existing bridge footing. The contract was awarded July 23, 1973, and had a specified completion date of October 15, 1973. Work was completed November 16, 1973, an overrun of 32 days. The price quotations were dated June 4, so 49 days elapsed before firm acceptance of the bid. This was to get necessary FHWA approvals and concurrence in the award and the proper contract documents prepared. This in itself might be a basis for extension.

The Operating Engineers were on strike at the time this contract was awarded. Shortly after the first labor dispute was settled, a second dispute occurred involving the Laborers Union. The contractor moved onto the project August 22, the day following settlement of this second dispute, and 31 days after award of the contract. This contractor was clearly involved in the same labor disputes on three other highway projects and did not perform significant work during this period. This project should be extended 30 days due to labor disputes.

Work added to the contract by late Extra Work Orders 2 (riprap $3,000) and 3 (salvage and reinstall guard rail $900) required 6 workdays, or the equivalent of over 8 calendar days. E.W.O. 2 required 5 of these workdays and was performed during the last week of contract work while E.W.O. 3 required an additional workday. The contract should be extended 8 days due to this added work.

RECEIVED
JAN 11 1974
Office of
Assistant State Highway Engineer

The total delays affecting completion of the project, as noted above, amount to 38 days which is more than the 32-day time extension required to waive all liquidated damages. I, therefore, recommend the contractor be granted a 32-day extension.

This is a Federal-aid ER Project and any extension of contract time will require the concurrence of the FHWA. Rough draft letters are attached.

JAB:WR:fr

Attach.

cc: V. L. Gallagher

7913

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FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Clackamas River (Carter) Bridge

WEEK ENDING: January 11, 1974

SECTION PREFIX: 103-1027

HIGHWAY: Clackamas

COUNTY: Clackamas

NAME OF JOB: Clackamas River (Carter) Bridge

KIND OF WORK: Structure

CONTRACTOR: Willamette-Western Corp.

CONTRACT NUMBER: 7913

FEDERAL AID PROJECT NUMBER: ERFO-253(1)

DATE OF CONTRACT: July 23, 1973

DATE WORK STARTED: August 23, 1973

ESTIMATED COMPLETION DATE:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 143

PROJECT AUTHORIZATION: $ 120,480.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 110,926.75

ENGINEERING AUTHORIZATION: $ 9,553.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 95,000.00

ENGINEERING COST TO DATE: $ 9,639.60

DATE PROJECT WAS COMPLETED: November 16, 1973

ESTIMATED PERCENT: UNDERRUN - 14 %

PERCENT OF AUTHORIZATION: 101 %

Semi-final submitted January 10, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	Piling	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Rock Bolts	Concrete
100	100	100				100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	N/A				
MILES PARTIALLY COMPLETED					
MILES COMPLETED				2,000	414
TOTAL ESTIMATED QUANTITIES (CONTRACT)	85			2,280	211
TOTAL QUANTITIES CORRECTED TO DATE	85			2,280	211
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	85				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Clear			
MONDAY 7	"			
TUESDAY 8	"			
WEDNESDAY 9	"			
THURSDAY 10	Cloudy			
FRIDAY 4	Clear			
SATURDAY 5	"			

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No activity.
MONDAY 7	" "
TUESDAY 8	" "
WEDNESDAY 9	" "
THURSDAY 10	" "
FRIDAY 4	" "
SATURDAY 5	" "

REMARKS

Project Completed Nov. 16, 1973
3rd Notification Dec. 31, 1973
Semi-final Estimate submitted to Region office Thursday Jan. 10, 1974.

Final Report.

SIGNED LOCATION Clackamas

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7913

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December 3, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. ERFO-253(1)

FROM
L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7913 . State Force Order No. 1

Project Clackamas River (Carter) Bridge

Highway Clackamas

County Clackamas

This Order covers the cost to restore the Mount Hood National Forest Campground which was affected by the construction of this project. Restoration of this campground was originally planned to be done under Order for Extra Work No. 4. Due to the delay in completion of this project caused by the labor dispute this year, the work called for under EWO#4 cannot be performed this construction season. Rather than hold the contract open until next spring, it is in the public interest to have this work performed by State forces.

The estimated cost of this work is $1,600.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, November 27, 1973.

Your approval as of November 27, 1973 is requested.

BMW:bb
Attach.

7913

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
[illegible]

FROM L. H. Young
Office Engineer

Federal-aid Project
No. BRFO-253(1)

SUBJECT Request Contract Acceptance

Contract 7913, Work Completed November 16, 1973

Project Clackamas River (Carter) Bridge

Highway Clackamas

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

RECEIVED
STATE HWY ENGR
DEC 10 '73
REFER TO
FOR

Info	Inves	R/D	DIR	Sign	Act	File

Acceptance Date December 6, 1973

Conditions not acceptable: None

NOTED
H.B. COULTER

G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

12-11-73
cy Const

7913

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August 17, 1973

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97023

Gentlemen:

We enclose for your files a fully executed copy of Negotiated Contract No. 7913 for the Clackamas River (Carter) Bridge on the Clackamas Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fhm
Encl.

cc Safeco Insurance Co. of America
500 S.W. 1st Avenue
Portland, Oregon 97201

C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
James McManus

7913

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 23, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Carter Bridge

#7913

Floodwater has eroded the footing foundation at Pier 2 of the Carter Bridge on the Clackamas Highway. We have applied to the Federal Highway Administration for 100% funding to do this repair work under the January 1972 emergency flood declaration.

We have solicited bids from four contractors ranging in amounts from $98,650 to $128,192. I received verbal approval from Chairman Jackson on July 10 to award the contract to the low bidder. This matter will be on the agenda at the August 14 meeting for confirmation.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Hunter
R. L. Schroeder
L. H. Young
C. T. Keasey
W. J. Hart
V. E. Skoog
Gary Sund
Robert Whipps

-negotiated contract

DAR:bb dpy

Form [illegible] (REV. 8-72)

OREGON STATE HIGHWAY DIVISION

Summary of Bids Received and Construction Authorization

Contract 7913

Project Carter Bridge (Pier 2 Protection)

Highway Clackamas

County Clackamas

F.A. Project No. ERFO-253(1)

Prefix 103-1027

Engineer's Estimate

Date Bids Received 6-4-73

Comm. Appr. 7-10-73

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
Willamette - Western Corp. Foot of N. Portsmouth Ave. Portland, Oregon, 97203	$ 98,650.00
Lord Bros. Contractors, Inc. P.O. Box 17197, Portland, Oregon, 97217	113,835.00
Target Dredging & Piledriving Co. P.O. Box 17278, Portland, Oregon, 97217	121,211.00
White Construction Company P.O. Box 201, Bend, Oregon, 97701	128,192.00

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 98,650.00

Additional anticipated items:

Flagging	2,000.00
Place Riprap	3,000.00
Repair Campground	1,600.00
Salvage & Reinstall Guardrail	500.00
Aggregate Base	400.00

ENGINEER'S RECOMMENDATION

Commission elects to accept the bid of

Willamette Western Corp.

in the sum of $ 98,650.00

and the Administrator of Highways is directed to award the contract to said bidder as soon as ~~[illegible]~~ approval of the Federal Highway Administration is received.

CONSTRUCTION AUTHORIZATION

Contract amount		$ 98,650.00
Additional anticipated items:		
Flagging		2,000.00
Place Riprap		3,000.00
Repair Campground		1,600.00
Salvage & Reinstall Guardrail		500.00
Aggregate Base		400.00
Subtotal		$ 106,150.00
	4.5%	4,776.75
Contingencies and engineering	9.0%	9,553.50
Subtotal		$ 120,480.25
Net construction authorization		$

ENGINEER'S RECOMMENDATION

Commission elects to accept the bid of Willamette Western Corp.

in the sum of $ 98,650.00

and the Administrator of Highways is directed to award the contract to said bidder as soon as ~~necessary rights of way are acquired and~~ approval of the Federal Highway Administration is received.

Deputy State Highway Engineer

F B Klaboe
State Highway Engineer

JUL 23 197[illegible] for Regional Engineer, B.P.R.

7913

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June 26, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

67

Dear Mr. Green:

Oregon Project ERFO 253(1)
Carter Bridge
Pier 2 Footing Repair
Your File 10-35.6

We concur, as stated in your June 8 letter, that the plan Drawing No. 29087 dated May 7 on Pier 2 footing repair is acceptable. A minor modification has been made which permits the sheet piling to remain vertical. You agreed to this minor change at a May 29 meeting in the Construction Engineer's office.

The May 7 plan will be submitted to you shortly with a request for program approval and your early attention will be appreciated.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
E. S. Hunter (enc.)
C. T. Keasey
L. H. Young
Walt Hart
L. W. Rulien

ELJ:fw ja

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 8, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project ERFO 253(1)
Carter Bridge
Pier 2 Footing Repair

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTENTION: Mr. H. Coulter

We have reviewed your proposed plan (Drawing 29087) dated May 7 on the Pier 2 footing repair and find it acceptable. Additional information disclosed a variable-depth rock ledge south of the footing where part the proposed sheet piles are expected to rest. Apparently because of the variable depth your people indicated a possible proposal to increase the width of cover to outside of the ledge.

We find this new approach inconsistent with the drilling, grouting, and rock bolting proposed around the footing. Rock is fractured on all sides of the footing because this is the nature of the material. An additional huge mass of concrete will not equalize or alleviate this condition. Only grouting and rock bolting will insure the safety of the pier and we feel the project outlined in your May 7 drawing is more than adequate.

Note also, to increase the size would require removal of already placed rip rap. The difficulty of placing sheet piles will remain practically unchanged whether on the outside of or on the ledge. We feel your original solution is acceptable with little or no modification.

Fr G. L. Green

6-15-73
cys to
young
Rulien
Hant
per John Bond
Fw-ja.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUN 11 '73
REFER TO
Coulter +AA
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

7913 -

5

June 25, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Request for Minor Program Change
and Authorization to Proceed
Forest Boundary-Bull Creek Section
Oregon Project No. ERFO-253(1)

We are forwarding, for your approval, a PR-9 with a minor program change to include protection for Pier 2 footing of the Carter Bridge and to increase the project authorization to include the cost of this pier protection and approved project cost overruns as shown in the attached project agreement estimate.

The additional funds needed for the ongoing contract is mainly for an overrun in riprap quantity and haul of riprap. This is the result primarily of differences between actual existing conditions and the original design presumptions as well as minor revisions necessary to properly fit existing field conditions. For example, at the design stage the estimated volume of riprap was determined and then reduced by 20 percent for voids prior to weight conversion using an assumed specific gravity of 2.50. On the other hand, the specifications permit 10 percent of the riprap material to be less than 40 pounds in weight and 40 percent to be between 40 and 700 pounds which effectively reduces the amount of voids. This condition along with a substantial increase in the specific gravity of the material (2.67 as compared to the assumed 2.50) accounts for the major portion of the estimated overrun (77% of $161,761). The other 23% of the $161,761 is because of approved minor unanticipated work items.

The need for the work requested herein for Carter Bridge Pier 2 was not noticed until construction crews were working in the area. Subsequent inspections have determined that floodwater has caused approximately 6 feet of the fractured solid rock vertical foundation wall to be eroded away undermining the pier with eminent danger to the structure. Attached is a copy of a statement by E. L. Johnsen, Special Studies Engineer, establishing the January 1972 flood as the time of damage, supported by a bridge inspection report dated August 25, 1971, which declares the footing to be in excellent condition (a rating of 8) prior to January 1972. Inspection reports from D. H. Haller and E. L. Johnsen are also attached.

Work is to consist of steel sheet piling driven around the pier footing with the inner area filled with concrete and the whole mass held together with rock bolt anchors pressure-grouted into the fractured solid rock foundation and placing riprap by E.W.O. after the concrete work is done in the total estimated amount of $115,772. Six sets of plans are attached.

The contractor on the project was contacted for a price agreement to perform the pier protection work, but his cost estimate was nearly $200,000 which was rejected. Subsequently, plans were drawn and three other contractors were contacted. Willamette-Western Corporation is the low bidder at $101,150. The other bids are $113,835 and $121,211. At that time, White Const. Co., the contractor on the project, bid $128,192.

Using the bids mentioned above (copies of the bids are attached), we hereby request tentative concurrence in the award of contract to Willamette-Western Corporation in the amount of $101,150.

We believe it is in the public interest to proceed with the award of the above-mentioned low bid because it is important to have the footing foundation protection completed this summer during the low water period. Scheduling and advertising for bids would use most of the summer and not accomplish anything more than the field personnel have done.

DAR:bb
Attach.

7913

5

files

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1973

Contract Proposal

SUBJECT: Carter Bridge
Pier 2 Footing Repair
M. P. 38.8
Clackamas River Highway

Contract No. 7913
Prefix 103-1027
Comm. Approval 7-10-73
Award 7-23-73
Project No. ERF0-253 (1)

To: C. T. Keasey
Construction Engineer

FROM: Edgar L. Johnsen
Special Studies and Chief Cost Engineer

The erosion of the basalt rock near the footing of Pier 2 on Carter Bridge most likely occurred during the January, 1972 flood. At the time of construction only seven years before, the rock face was at least six feet riverward of the nearest edge of the footing.

Attached is a Bridge Inspection Report dated August 25, 1971 which cites the footings to be in excellent shape (a rating of 8) prior to the flood.

[redacted]

RECEIVED
JUN 20 1973
OFFICE ENGINEERING SECTION

[redacted]

BRIDGE INSPECTION REPORT

BRIDGE TYPE St. Thru Truss RCDG, Cant. NAME Clackamas River HWY. NO. 171 MILE POST 33.77
CROSSING (OVER, ~~UNDER~~) COUNTY Clackamas FAP NO. BRIDGE NO. 5158
DISTRICT 2C YEAR BUILT 1954 PHOTOS YES DATE 8-25-71 INSPECTOR E. Bonney & M. Fisher

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	8
Backwall	8
Footing	8
Piles	/
Erosion	8
Settlement	8
2. Piers or Bents - Caps	/
Column	8
Footing	8
Piles	/
Scour	8
Settlement	8
3. Pile Bents	/
4. Concrete Cracking or Spalling	8
5. Steel Corrosion	8
6. Timber Decay, etc.	/
7. Debris on Seats	8
8. Paint	8
9. Collision Damage None	8
INSPECTOR'S CONDITION RATING (60)	8
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	8
2. Embankment Erosion	8
3. Drift	8
4. Vegetation	8
5. Channel Change	8
6. Fender System	—
7. Spur Dikes & Jetties	—
8. Riprap	8
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	8

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	87
2. Stringers	8
3. Girder or Beams	87
4. Floor Beams	/
5. Trusses - General	8
Portals	8
Bracing	8
6. Paint	8
7. Machinery (Movable Spans)	/
8. Rivets or Bolts	8
9. Welds - Cracks	8
10. Rust	8
11. Timber Decay	/
12. Concrete Cracking	8
13. Collision Damage	8
14. Deflection under Load	8
15. Alignment of Members	8
16. Vibrations under Load	8
INSPECTOR'S CONDITION RATING (59)	87
CULVERTS & RETAIN. WALLS (62)	
1. Barrel	
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Adequacy	
5. Debris	
INSPECTOR'S CONDITION RATING (62)	/

DECK (58)	Condition Rating
1. Wearing Surface	8
2. Deck - Structural Condition	8
3. Curbs	8
4. Median	—
5. Sidewalks	—
6. Parapet	—
7. Railing	8
8. Paint	8
9. Drains	8
10. Lighting Standards	/
11. Utilities	/
12. Joint Leakage	8
13. Expansion Joints or Devices	8
14. Record Elevations:	/
Gutterline @ ℄ Bearings	/
@ ℄ Spans	/
INSPECTOR'S CONDITION RATING (58)	8
APPROACH ALIGNMENT (65)	
1. Alignment	8
2. Approach Slab	/
3. Relief Joints	/
4. Approach - Guardrail	9
Pavement	9
Embankment	8
INSPECTOR'S CONDITION RATING (65)	8
RATED LOADING (66)	
1. Posted Loading	
2. Legibility None	
3. Visibility	
INSPECTOR'S CONDITION RATING (66)	/

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

Sec 59, #3,
→ Conc. beam seats on west end of the St. Thru Truss ~~are~~ have cracks appearing (see pictures).

Sec. 59 #1 - Clean debris around bearing devices

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	
	Clean debris from bearing devices	100		

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

FORM E-30 (REV. 10-69)

Routing
Keasey K
2 Bond
3 Hardt H
Johnson
Walker
Pease
Glenn
Berg

RECEIVED
MAR 1 2 1973
CONSTRUCTION SECTION
#7826

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1973

SUBJECT: Carter Bridge
Clackamas River Highway
Clackamas County

To: MEMO TO THE FILES

FROM: Edgar Johnsen
Edgar L. Johnsen
Special Studies and Chief Cost Engineer

On March 2, 1973, I inspected the foundation problem of the northerly pier on the Carter Bridge with Dan Gano and Warren Paaso. One boring was completed to 46 feet. The first 4-1/2 feet was fill and from 4-1/2 to 46 feet was a fine grained, closely jointed basalt. The second boring had progressed to the 25-foot depth in basalt.

The area surrounding the pier footing is an irregularly jointed basalt. The pier appears to be placed on a shallow mat of concrete that varies from a few inches to a foot in thickness. Since the pier was constructed, flooding has erased approximately six feet of the basalt rock. Five feet of rock remains between the stream bank and the concrete column. The concrete footing pad has already undercut about one foot on the river side.

On the south end opposite side of the river, a rock ledge restricts the channel. Removal of the rock ledge was recommended which will widen the stream and which will decrease the water velocity caused by this restriction in the channel. Riprap may be necessary to protect the south fill abutment from further erosion after the ledge is removed.

George Hopkins and myself discussed emergency remedial measures that could be considered around the northerly pier. Rock bolts could be placed at an angle of 30 to 45 degrees beneath the column to hold back the face of the rock until reconstruction this summer. The placement of rock bolts should be designed by an expert in this field. A concrete retaining wall which could be tied to the rock could be constructed to prevent further erosion of the rock in the pier foundation. It could extend upstream 100 feet beyond the footing to where it would wrap around the upstream exposure of rock. The upper exposure of the retaining wall should be covered with heavy riprap for protection.

ELJ:fw

cc L. W. Rulien

GP*52475-734

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

Routing
✓ Keasey K
Bond
Jackmond
Hardt
Johnson
Walker
Pease E
Glenn
Berg

RECEIVED
JUN 15 1973
CONSTRUCTION SECTION

DATE: June 14, 1973

SUBJECT:

To: Mr. C. T. Keasey
Construction Engineer

FROM:
D. H. Haller, Jr.
Regional Construction Engineer

SUBJECT: Carter Bridge
Footing Failure

Forest Boundary - Bull Creek Section
Clackamas Highway
Contract No. 7828

On February 12, 1973, I inspected the Carter Bridge, Pier 2, footing with Jim McNamee after receiving the report from him that the downstream end of the footing was undermined and it appeared there was eminent danger to the structure. On arrival, I found the solid rock on which the footing had been founded had eroded away on the lower side some three to four feet as best as I could recall of its original condition. Also with me on February 12 were Wally Bryant, Gene Fialla of the Federal Highway Administration and Don Dodd, Section Foreman.

I visited the project again on February 20 with Rolly Call of the Region Geology staff and representatives of the Federal Highway Administration and during the meeting I instructed Mr. Call to commence drilling two cores at the site of the footing to determine the nature of the rock foundation. This drilling was completed on March 6. Copies of the logs are attached.

We also visited the project on Thursday, February 22, in company with Ed Hardt, Bridge Construction Field Engineer and Warren Paaso of the Region Geology staff.

On March 7, following completion of the drilling Mr. Ed Johnsen, Mr. Ed Hardt, Mr. Jim McNamee, Mr. Dan Gano and Mr. Warren Paaso met in my office to discuss what action should be taken. This was followed by my letter to you of March 21 outlining steps that we could take to improve the channel through the bridge, while design work could be done on the footing itself. Also enclosed in my letter of March 21 were maps, profiles, cross sections and various methods and estimates of costs to repair the bridge pier.

Prior to this meeting McNamee and I had met with the Game Commission for a permit to work in the channel and to accomplish actual construction.

6-15-73
cc: Young (Chase)

SP*52678-734

The proposed design for repair of the footings was received from Ed Hardt on or about April 16 which was transmitted to White Construction Company for preparing of an estimate and Price Agreement to do the work. A meeting was held on May 1 with R. L. Houk and Dick Garland of White Construction Company, Wally Brant and Herb Sche of Federal Highway Administration and Carroll Keasey, L. W. Rulien, Don Haller, James Dumler and Jerry Backstrand of the Oregon State Highway Division. Mr. Houk gave us a bid approaching $200,000 which we rejected.

Various alternates to our original plan were discussed in succeeding weeks concluding with Price Agreement No. 8 being submitted to your office on May 29 for the repair of the footing by White Construction Company for $135,000. The Federal Highway Administration did not feel that they could justify this price. We then approached Willamette Western, Target Dredging & Piledriving Co., Lord Bros., and White Construction again with a revised plan in which Willamette Westerns bid of $101,150 was low.

You will find attached a letter from Jim McNamee dated June 13, which documents the bidding, shows the engineering and contingencies and an anticipated placing of rip rap by Extra Work Order in the amount of $3,000 for a total for this pier of $117,805.25.

I recommend your acceptance of Willamette Westerns bid on the basis of the revised plan which is noted being received at our office on May 29, 1973. This plan, Drawing No. 29087, does not show a revision date.

One revision to this plan, which is not shown, is that we have elected not to batter the sheet piling above the seal pour. The bids are based on vertical wall.

Standard specifications for bridge construction will apply and a completion date of October 15 should be included.

Please advise if there are any further steps we should take to expedite this matter.

DHH/bd
att
cc: J. W. McNamee

FORM E-80X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE June 13, 1973

TO D. H. HALLER
Regional Construction Engineer

FROM JAMES W. McNAMEE
Resident Engineer

SUBJECT Carter Bridge Pier #2 Repair
Forest Boundary-Bull Creek Section
Clackamas Highway
Contract 7828

Enclosed are proposals from White Construction Company, Target Dredging and Piledriving Company, Lord Brothers, and Willamette-Western Corporation to repair the subject bridge pier as per Drawing #29087.

Using estimated 464 cu. yds. of concrete, the total amount of work would be as follows:

	Estimated Amount of Contract	Engineering & Contingencies	Placing Riprap	Total
Willamette-Western	$101,150.00	$13,655.25	EWO $3,000.00	$117,805.25
Target Dredging & Piledriving Co.	$121,211.00	$16,363.49	" "	$140,574.49
Lord Bros.	$113,835.00	$15,367.73	" "	$133,202.73
White Construction Company	$128,192.00	$17,305.92	" "	$148,497.92

It is evident from the above that Willamette-Western Corporation is considerably lower on their proposal than our present contractor, White Construction Company by approximately $31,000±. Therefore, I would recommend that we write an agreement and let Willamette-Western Corporation do the work. Will a new permit be required?

After the wall and slab are constructed, additional riprap should be placed at the bridge end and connected to the wall. We stopped this work before we had it completed when it was decided that something must be done with the bridge pier. It is estimated that 1,000 cu. yds. will satisfactorily do the job. White Construction will stockpile the 1,000 cu. yds. for $10.25/cu. yd., which is reasonable.

Assuming that we let Willamette-Western Corporation repair the pier, White Construction stockpile the riprap, and Willamette-Western place the riprap after the wall and slab are completed and cured, the total project cost is estimated as follows:

Estimated corrected to date:		$905,000.00
Repair Pier (Carter Bridge)		101,150.00
Stockpile Riprap - 1,000 cu. yds. @ $10.25		10,250.00
Place Riprap after Wall and Slab are completed $3.00		3,000.00
Additional Engineering & Contingencies		15,444.00
	Total	$1,034,844.00
Total Existing Authorization		$919,463.50
Additional Authorization Required		$115,380.50

JWMcN/cr
Enclosures (3)

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

June 4, 1973

Oregon State Highway Department
9255 Clackamas Road
Milwaukie, Oregon

Attention: Mr. James McNamee

Gentlemen:

We propose to do the Carter Bridge repair, Footing No. 2, for a lump sum price of $ 84,000.00 plus all concrete at $ 64.30 per cubic yard (Truck measure).

Sincerely,

LORD BROS. CONTRACTORS, INC.

H. C. Percival

HCP/c

Total Price for all work not to exceed $121,615.00

Proposal

TARGET DREDGING & PILEDRIVING CO.
~~RT. 2 BOX 193~~
~~BEAVERTON, OREGON 97005~~
~~PHONE 503-645-1713~~
P. O. Box 17278
9209 N. Calvert Avenue
Portland, Oregon 97217
503-283-2481 .

June 4, 1973

Oregon State Highway Department
Salem, Oregon

Subject: Carter Bridge, Clackamas River:

Gentlemen:

We are pleased to submit our quotation for the Carter River Bridge repair. Your # 8988A, drawing # 29087 as designed.

Per your request concrete will be by the cu. yd. Lump sum prices for all other items.

Sealed concrete, 7 sack 3300 # , $56.98 per cu. yd. in place.

Class A concrete 6.3 sack 3300 #, $47.33 per cu. yd. in place.

All other items, lump sum price of $97,610.00.

We sincerely hope the above prices meet with your approval. Thank you for the opportunity to submit this quotation.

WE PROPOSE to furnish labor and material — complete in accordance with above specifications, and subject to conditions found on both sides of this agreement, for the sum of:

Concrete prices +

Concrete prices: plus. Ninety Seven Thousand Six Hundred Ten *dollars* ($ 97,610.00).

Payment to be made as follows: Within 20 days from xxxx regular State cutoff dates.

ACCEPTED. The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above. (Read reverse side).

Date of Acceptance ____________

By ____________

By ____________

Respectfully submitted,

TARGET DREDGING & PILEDRIVING CO.

By Eugene R. Dunn

Eugene R. Dunn, Vice President, Gen. Mgr.

Note: This proposal may be withdrawn by us if not accepted within 10 *days.*

7913 6-4-73 5

Form E 312X (REV. 8-72)

OREGON STATE HIGHWAY DIVISION

Summary of Bids Received and Construction Authorization

Project Carter Bridge (Pier 2 Protection)

Highway Clackamas

County Clackamas

F.A. Project No. BRZO-253(1)

Engineer's Estimate

Date Bids Received 6-4-73

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
Willamette - Western Corp.	$ 98,650.00
Foot of N. Portsmouth Ave.	
Portland, Oregon, 97203	
Lord Bros. Contractors, Inc.	113,835.00
P.O. Box 17197, Portland, Oregon, 97217	
Target Dredging & Piledriving Co.	121,211.00
P.O. Box 17278, Portland, Oregon, 97217	
White Construction Company	128,192.00
P.O. Box 201, Bend, Oregon, 97701	

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 98,650.00

Additional anticipated items:

Flagging	2,000.00
Place Riprap	3,000.00
Repair Campground	1,600.00
Salvage & Reinstall Guardrail	500.00
Aggregate Base	400.00

ENGINEER'S RECOMMENDATION

Commission elects to accept the bid of

Willamette-Western Corp.

in the sum of $ 98,650.00

and the Administrator of Highways is directed to award the contract to said bidder as soon as ~~[illegible]~~ approval of the Federal Highway Administration is received.

CONSTRUCTION AUTHORIZATION

Contract amount		$ 98,650.00
Additional anticipated items:		
Flagging		2,000.00
Place Riprap		3,000.00
Repair Campground		1,600.00
Salvage & Reinstall Guardrail		500.00
Aggregate Base		400.00
Subtotal		$ 106,150.00
	4.5%	4,776.75
Contingencies and engineering	9.0%	9,553.50
Subtotal		$ 120,480.25
Credit for maintenance rock		
Net construction authorization		$

ENGINEER'S RECOMMENDATION

Commission elects to accept the bid of

Willamette-Western Corp.

in the sum of $ 98,650.00 and the Administrator of Highways is directed to award the contract to said bidder as soon as ~~[illegible]~~ approval of the Federal Highway Administration is received.

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

7914 Charles H. Reynolds Safety Rest 1973
Area
(Well drilling)

7914 R

Robert W. Straub
XXXXXXXXXX

May 30, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM C. T. Kessey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. I-80N-6(47)265

Contract 7914, Work Completed December 21, 1973

Project Chas. H. Reynolds Safety Rest Area

Highway Old Oregon Trail

County Union

Acceptance: State Highway Commission May 22, 1974
Federal Highway Administration January 23, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractors Wage Certification

DC:ljt
cc: Richard Hacek
R. D. Church

#7914

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
SEP 30 '74
Refer to
Orig Constr.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: September 25, 1974

In reply refer to: 1041DA

SUBJECT: Oregon Project I-80N-6(47)265
Old Oregon Trail

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter dated August 29, 1974 concerning State Force Order Number 15.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2, Volume 6, Chapter 4, Section 1, Subsection 6 of the Federal-Aid Highway Program Manual, for the following reasons:

1. The contract work has been completed and it is not feasible to bring the contractor back.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

The estimated total costs of the work to be done under this order is $34,500 with Federal participation of $31,050. A signed copy of the order is returned herewith.

for Malach
G. L. Green

Enclosure
State Force Order No. 15

cc:
Region (10-00.05) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

7914 8

June 5, 1974

Mid-Century Insurance Company
207 Depot Street
La Grande, OR 97850

Gentlemen:

On May 24, 1974, we wrote to you concerning release of final payment on contract No. 7914 (negotiated) awarded to B and A Pump Service for well construction in Charles H. Reynolds Safety Rest Area in Union County.

Final payment on this contract is $280.94 and the total contract amount is $5,618.80. No work was performed under force account.

Very truly yours,

G. V. Head
COMMISSION SERVICES

fhm

cc B & A Pump Service
Route 1, Box 1606
La Grande, OR 97850

C. T. Kenney
Walt Hart
V. E. Shoop Attn: Dick Hauck
Wendell Schwartz

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on May 22, 1974, I accepted the following:

Contract No. 7914, Work Completed Dec. 21, 1973

Project Charles H. Reynolds Safety Rest Area

Highway Old Oregon Trail County Union

Type of Work Well Construction

Contractor B & A Pump Service

F B Klaboe

Administrator and
State Highway Engineer

7914

5

March 28, 1974

B & A Pump Service
Route 1, Box 160B
La Grande, Oregon 97850

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7914 for work on the Charles H. Reynolds Safety Rest Area in Union County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 13 days is granted which will waive all liquidated damages on this project.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
H. S. Coulter
C. T. Kaesey
V. L. Gallagher
V. E. Skopp
F. E. Schwartz

JAB:fr cm

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7914 Contractor B & A Pump Service

Highway Old Oregon Trail

Section Chas. H. Reynolds Safety Rest Area

Kind of Work Well Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be XXXXXX & GRANTED. The reasons for such recommendation are as follows:

13-day extension of contract time due to material shortage (drill bits) and added work, which would waive all liquidated damages assessed at the rate of $30 per day, or $390.

Recommended for Approval:

Division Engineer

John A. Bond Adm.
Construction Engineer ~~& Bridge Engineer~~

Acting Ass't State Highway Engineer

Contract No. 7914
Project designation I-80N-6(47)265
State-Federal
Date awarded August 27, 1973
Work started November 30, 1973
Per cent completed 100% 2/20/74
Date
No. of Workdays Allowed 90 calendar days
No. of Workdays Used 103 calendar days
No. of Added Workdays Requested 13

SP[illegible]

F-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 10, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 103 days, within which to complete our Contract No. 7914, without the assessment of liquidated damages. The said contract is described as follows:

Chas. H. Reynolds Safety Rest Area - - Well Construction

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Due to Material Shortage - - see attached letter from Berry - Criswell Co.
2. Materials encountered during drilling were not as expected. 200' of valley fill material, no rock was found.
3. One additional day of pump testing requested.

Respectfully submitted,

B & A Pump Service
Contractor

By James W Berry
James W. Berry

CONSENT OF SURETY

Date 2-20, 1974

We, Mid-Century Ins Co
MID-CENTURY INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N Mahle
Attorney-in-fact

(SEAL)

Harold Lawrence
Resident Agent

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 19, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Charles H. Reynolds Safety Rest Area
Contract No. 7914
FAP No. I-80N-6(47)265

B & A Pump Service, contractor for the subject well construction project, has requested an additional 13 days in which to complete the contract without assessment of liquidated damages. Material shortage, soil conditions encountered differing from those anticipated in contract, and added work were cited by the contractor as reasons for the failure to complete the contract within the time allotted.

This negotiated contract in amount of $5,359 was awarded August 27, 1973 and allotted 90 calendar days to complete the project which forecast a completion date of December 8, 1973. The project was completed on December 21, 1973 with 103 calendar days charged, an overrun of 13 days.

Item "1" of the contractor's request cites a delay in obtaining a drill bit due to material shortage. He has included a letter from his supplier explaining the delay as being caused by difficulty in obtaining forgings for cones. According to contract specifications, shortage of equipment is not a basis for granting additional time. However, drill bits have a relatively short life and could, therefore be considered to fall within the classification of materials and supplies rather than equipment. The delay in obtaining materials due to unavailability would be a basis for granting additional time.

Item "2" of the request indicates that drilling in bedrock was anticipated by the contract plans, but was never encountered. There is no evidence to indicate that drilling in bedrock would have been faster than in the valley fill material. There were separate bid items for drilling in alluvium and drilling in rock but the prices bid were the same. This reason is not valid.

Item "3" cites additional pump testing that resulted in an additional day being charged to contract time. This work was performed after the original contract was completed and an additional day is justified for this work.

RECEIVED
MAR 20 1974
Office of
Assistant State Highway Engineer

There was little, if any, damage suffered by the public due to the late completion as there are no rest area facilities yet. (The development contract is on the bid schedule for July, 1974) Although there was an overrun of engineering of about $430, the late completion apparently did not cause additional engineering expense. The work was completed approximately four weeks after move-in and very little engineering was spent earlier.

Based on the above, I recommend that the contractor be granted a 13-day extension of contract time which would waive all liquidated damages assessed at the rate of $30 per day, or $390.

This is a "Federal-Aid Interstate Highway Project" and any revision of contract time will require the concurrence of the FHWA. A rough draft letter requesting their approval is attached.

JAB:WR:fr

Att.

cc: V. L. Gallagher

7914

Form FHWA 121 (Rev. 5-73)

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UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-6(47)265
Charles H. Reynolds Safety Rest Area
Request for Time Extension

DATE: March 25, 1974

In reply refer to: 10-41-A5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Coulter's March 20, 1974 memorandum, we concur in the 13-day extension of contract time.

for G. L. Green

RECEIVED
MAR 27 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 26 '74
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	[illegible]	File

3-27-74
cy Keasey
Schwartz
Gallagher

NOTED
H.S. COULTER

NOTED
A. E. JOHNSON

7914

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March 20, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
for H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7914
Charles E. Reynolds Safety Rest Area
FAP No. I-80N-6(47)265

B & A Pump Service, contractor for the subject well construction project, has requested an additional thirteen days in which to complete the contract without assessment of liquidated damages. Material shortage, soil conditions encountered differing from those anticipated in the contract, and added work were cited by the contractor as reasons for failure to complete the contract within the time allotted.

This negotiated contract, in the amount of $5,359, was awarded August 27, 1973, and 90 calendar days were allotted to complete the project, forecasting a completion date of December 8, 1973. The project was completed on December 21, 1973, with 103 calendar days charged, an overrun of 13 days.

The contractor cites a delay in obtaining a drill bit due to material shortage, and he included a letter from his supplier explaining the delay was caused by difficulty in obtaining forgings. According to contract specifications, shortage of equipment is not a basis for granting additional time. However, drill bits have a relatively short life and could, therefore, be considered to fall within the classification of materials and supplies rather than equipment. Delay in obtaining materials because of unavailability would be a basis for granting additional time.

An additional day for pump testing was for the State's convenience. This work was performed after the original contract was completed, and an additional day is justified for this work.

The completion time in the contract was negotiated, along with the price, after we were unable to get price quotations from other drillers (twelve others were contacted).

There was little, if any, damage suffered by the public because of the late completion as there are no rest area facilities yet. (The development contract is on the bid schedule for July 1974.) The work was completed approximately four weeks after move-in, and very little engineering was spent earlier.

Based on the above, we ask your concurrence in a 13-day extension of contract time which would waive all liquidated damages assessed at $30 per day, or $390.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

7914

Final Report

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Chas. H. Reyonlds Safety Rest Area

WEEK ENDING: March 2, 1974

SECTION PREFIX: 631-1080

HIGHWAY: Old Oregon Trail

COUNTY: Union

NAME OF JOB: Chas. H. Reynolds Safety Rest Area

KIND OF WORK: Well Construction

CONTRACTOR: B & A Pump Service

CONTRACT NUMBER: 7914

FEDERAL AID PROJECT NUMBER: I80N-6(47)265

DATE OF CONTRACT: August 27, 1973

DATE WORK STARTED: November 30, 1973

ESTIMATED COMPLETION DATE: March 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 90

CALENDAR DAYS USED 103

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 114

PROJECT AUTHORIZATION $ 13,922.06

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98

EXCLUSIVE OF ENGINEERING $ 12,706.16

ENGINEERING AUTHORIZATION $ 1,215.90

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 5,482.00

ENGINEERING COST TO DATE $ 1,489.00

This Week $0.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98

ESTIMATED PERCENT: OVERRUN / UNDERRUN 60.6 %

PERCENT OF AUTHORIZATION 122 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Cldy/windy			
MONDAY 25	Overcast/windy			
TUESDAY 26	Showers			
WEDNESDAY 27	Ptly Cldy			
THURSDAY 28	Overcast			
FRIDAY 1	Ptly Cldy			
SATURDAY 23	Cldy/cool			

RECEIVED
MAR 6 1974
CONSTRUCTION SECTION

Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No Activity
MONDAY ~~28~~ 25	No Activity
TUESDAY 26	No Activity
WEDNESDAY 27	No Activity
THURSDAY 28	No Activity
FRIDAY 1	No Activity
SATURDAY 23	No Activity

REMARKS

STATUS:
Work completed December 21, 1973. General clean up remaining to be done.
Final weekly report. Simi-final to be submitted on March 5, 1974.

SIGNED Joseph A. Schlieski LOCATION La Grande
Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7914

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STATE COPY

FORM PR-33A
(REV. 3-68)

cc: OSHD (H S Coulter)
Region
Wash DC

1-22-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

and Final Inspection

cst

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Union	Division Oregon
Date of Inspection 1-22-74	Inspection Made By R. A. Nichols, Area Engineer		Project No. I-80N-6(47)265

In Company With
Unaccompanied; discussed with Joe Schlieski, Resident Engineer, OSHD.

Location
This contract covered the cost of drilling a well in the Charles H. Reynolds Rest Area about 8 miles southeast of LaGrande, Oregon. This rest area is within the limits of the LaGrande-Ladd Canyon section of I-80N and the grading work plus the paving for the ramps and parking areas was performed under the original contract.

Contractor Name and Address
B&A Pump Service, LaGrande, Oregon

Award Date 8-22-73	Contract Amount $5,359	Time Allowed 90 cal. days	Time Started 9-10-73	Work Started 11-30-73
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 103 %	Work Completed 100%	

Roadbed (Width) NA *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Roadside Improvement	Y002	0.00	-	-	-

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
-	-	-

RECEIVED
FEB 5 1974

REMARKS: **(Report details of statewide inspection-in-depth on form PR-33D)*

Office of
Assistant State Highway Engineer
COPY SENT
FEB 01 1974
REGIONAL OFFICE

2-5-74
cy Const.
Young

NOTED
H.S. COULTER

CHARLES H. REYNOLDS REST AREA
LA GRANDE-LADD CANYON SECTION
OLD OREGON TRAIL HIGHWAY
Well Drilling

An 8-inch well was drilled to a depth of 200 ft. A capacity test was run on this well using a Pacific Calibrated Test Orifice 2 inches in diameter. The maximum capacity with this setup was 182 gpm which was sustained for 6 hours before the equipment failed. The following day the orifice was changed to 3 inches in order to determine the maximum capacity of the well. Equipment failure rendered this test inconclusive.

The final cost of the contract items was $4,881.48, considerably less than the contract amount. Percentage wise there were some large overruns and underruns but in this type of work were not unusual.

The contractor did not begin work before the contract time had nearly elapsed and the contract time had elapsed before he was able to complete the project.

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

The resident informed me that he was told that the contractor could not obtain the well casing, etc. before he started to work. The resident was going to confirm this and if so would recommend a time extension.

The contract work was completed satisfactorily except for the removal of some of the contractor's equipment from the project. This is very minor and since most of the material left is drilling equipment which will be needed on other projects, there is not doubt that the material will be moved.

I recommend the project be accepted.

7914

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January 2, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-6(47)265

FROM
L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7914, Work Completed December 21, 1973

Project Chas. H. Reynolds SRA

Highway Old Oregon Trail

County Union

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 23, 1974

Conditions not acceptable: None

G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
FEB 11 '74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

VG:dg

cc F. B. Klaboe
L. H. Young

2-11-74

NOTED
H.S. COULTER

7914

STATE COPY

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MONTHLY TRANSACTION NUMBER 11-2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Union
MODIFICATION NUMBER 2	(PPM 21-7) 10-26-73	PROJECT NUMBER I-80N-6(47)265

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 13, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,318,160	$ 7,699,687
Federal Funds	$ 6,747,754	$ 7,103,730
Other revisions		

This modification is made for the following reasons:

To include approved price agreements, extra work orders, state force orders, and increase in estimated cost of the project.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of October, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

for By ______________________
(Division Engineer)
G. L. Green

Oregon State Highway Division

Federal Aid Project
No. I-80N-6(47)265

LA GRANDE-LADD CANYON SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, October 24, 1973

Revised Project Agreement Estimate.

Type Code 7224
Roadway (Sta. 369+00 thru Equa. 371+97.90 = 136+62.87 to Sta. 482+00)

Subtotal on Previous Estimate of May 7, 1971 and August 20, 1973 $6,028,877.00

Additional Approved Items

P.A. 9 Class "A" Concrete in Box Culvert	84 cu.yd.	95.00	$ 7,980.00
P.A. 9 Reinforcement in Box Culvert	13,715 lb.	0.16	2,194.40
P.A. 10 Extra for Selected Inlay Material	90,000 cu.yd.	1.10	99,000.00
E.W.O. 4 Slide Correction	All Required		217,487.80
E.W.O. 16 Temporary Connection to Enable use of 4 Lanes	All Required		8,895.18
E.W.O. 17 Work Necessary to Open to 4 Lane	All Required		8,394.95
S.F.O. 6 Temporary Striping	All Required		490.00
S.F.O. Permanent Striping	All Required		2,400.00
	Increase		$ 346,842.33
	Subtotal		$6,375,719.33
	*10% Engr. & Cont.		636,371.67
	Total		$7,012,091.00

*Reduced in accordance with para. 5 PPM 30-6 (project field offices).

Structure same as Previous Estimate of May 7, 1971 and August 20, 1973	$ 674,332.00
Total for Well Drilling same as Previous estimate of August 20, 1973	$ 13,264.00

Length of Roadway ----------- 6.552 miles
Length of Structure --------- 0.034 mile
Total Length 6.586 miles

Cost of Roadway per mile ---- $1,070,221.46

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$7,012,091.00	$6,469,355.00	$542,736.00
Structures	674,332.00	622,138.00	52,194.00
Well Drilling	13,264.00	12,237.00	1,027.00
Total	$7,699,687.00	$7,103,730.00	$595,957.00

Contract 7566

Prefix 631-1070

Group 1 - 100%

Contract 7914

Prefix 631-1080

Group 1 - 100%

7914

STATE COPY

MONTHLY TRANSACTION NUMBER 9-30	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Union
MODIFICATION NUMBER 1	(PPM 21-7) 9-13-73	PROJECT NUMBER I-80N-6(47)265

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 13, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,304,896	$ 7,318,160
Federal Funds	$ 6,739,496	$ 6,747,754
Other revisions		

This modification is made for the following reasons:

To add Chas. H. Reynolds Rest Area Well Drilling to the project and increase the funds to cover the contract.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of September, 1973.

Oregon State Highway Division
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. I-80N-6(47)265

LA GRANDE-LADD CANYON SECTION OF THE OLD OREGON TRAIL HWY. IN UNION COUNTY

Salem, Oregon, August 20, 1973

Revised project agreement estimate to include the well drilling contract at the Chas. H. Reynolds rest area.

Type Code 7224
Roadway (Sta. 369+00 to Sta. 482+00)

Roadway Costs	All Required	$5,958,277.00
Anticipated Item	All Required	70,600.00
	Subtotal	$6,028,877.00
	10% Engr. & Cont.	601,687.00
	Total	$6,630,564.00
Structure Costs	All Required	$ 613,029.50
	Subtotal	$ 613,029.50
	10% Engineering	61,302.50
	Total	$ 674,332.00

Type Code Y022
Well Drilling (Chas. H. Reynolds Rest Area)

Drilling 8-inch Well in Alluvium	110 lin.ft.	16.00	$ 1,760.00
Drilling 8-inch Well in Rock	110 lin.ft.	16.00	1,760.00
Furnish and Install 8-inch Well Casing	110 lin.ft.	6.40	704.00
Perforate Well Casing	90 sq.in.	0.5556	50.00
Pumping Test	10 hr.	24.00	240.00
Standby Time	30 hr.	24.00	720.00
Polyphosphate Surge, etc.	All Required		125.00
			$ 5,359.00

Anticipated Items

Well Screen	All Required	$ 1,000.00
Drill Additional Well	All Required	5,400.00
Temporary Erosion Control	All Required	100.00
Abandon and Fill Hole	All Required	200.00
		$ 6,700.00

Subtotal	$ 12,059.00
10% Engineering	1,205.00
Total	$ 13,264.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$6,630,564.00	$6,117,358.00	$513,206.00
Structure	674,332.00	622,138.00	52,194.00
Well Drilling	13,264.00	8,258.00	5,006.00
Total	$7,318,160.00	$6,747,754.00	$570,406.00

Contract	7566
Prefix	631-1070
Group	1-100%

Contract	7914
Prefix	631-1080
Group	1-100%

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 5-53	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-13-71	COUNTY Union PROJECT NO. I-80N-6(47)265

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

La Grande-Ladd Canyon Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-7-71	6.586
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 7,304,896.00	FEDERAL FUNDS $ 6,739,496.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer May 13, 1971

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. -- Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-80N-6(47)265

LA GRANDE-LADD CANYON SECTION OF THE OLD OREGON TRAIL HWY. IN UNION COUNTY

Salem, Oregon, May 7, 1971

Project agreement estimate.

Type Code 7224
Roadway (Sta. 369+00 thru Equa. 371+97.90 = 136+62.87 to Sta. 482+00)

Mobilization	All	Required		$ 348,400.00
Furnishing Field Laboratory Building	1	only	1,200.00	1,200.00
Temporary Protection and Direction of Traffic	All	Required		35,000.00
Clearing and Grubbing	All	Required		150,000.00
Removal of Structures and Obstructions	All	Required		30,000.00
Ditch Excavation	8,200	cu.yd.	3.50	28,700.00
Embankment Foundation Excavation	27,000	cu.yd.	0.75	20,250.00
General Excavation	1,050,000	cu.yd.	1.25	1,312,500.00
Embankment in Place	394,000	cu.yd.	0.70	275,800.00
Extra for Selected Rock Inlay Material	113,000	cu.yd.	0.50	56,500.00
Extra for Selected Topsoil Material	101,400	cu.yd.	0.50	50,700.00
Overhaul	288,000	C-yd.sta.	0.10	28,800.00
Trench Excavation	6,000	cu.yd.	7.00	42,000.00
Tractor with Dozer, 185 EHP	44	hr.	30.00	1,320.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Watering	12,000	M-gal.	3.00	36,000.00
Bituminous Base Mixture	24,300	ton	5.25	127,575.00
Asphalt in Bituminous Base Mixture	1,330	ton	46.00	61,180.00
Plant Mix Aggregate Base	223,000	ton	2.75	613,250.00
Cement Treated Base Mixture	63,000	ton	3.15	198,450.00
Portland Cement in CTB Mixture	3,460	ton	30.50	105,530.00
Asphalt in Seal	200	ton	60.00	12,000.00
Class "B" Asphalt Concrete Mixture	50,000	ton	5.50	275,000.00
Asphalt Cement in Mixture	3,250	ton	46.00	149,500.00
Asphalt in Tack Coat	12	ton	65.00	780.00
3/4" - 0 Aggregate in Prime Coat	220	cu.yd.	6.00	1,320.00
MC-250 Asphalt in Prime Coat	38	ton	60.00	2,280.00
Continuously Reinforced Concrete Pavement	123,000	sq.yd.	6.85	842,550.00
7"-9" Continuously Reinforced Concrete Pavement	14,600	cu.yd.	30.80	449,680.00
Reinforced Concrete Pavement	440	sq.yd.	6.85	3,014.00

Reinforced Concrete Bridge End Panels	550	sq.yd.	20.00	11,000.00
Pavement Terminal Anchors	400	lin.ft.	22.00	8,800.00
Concrete Median Barrier	13,000	lin.ft.	10.00	130,000.00
Class "A" Concrete in Box Culverts	1,500	cu.yd.	95.00	142,500.00
Reinforcement in Box Culverts	240,000	lbs.	0.16	38,400.00
Trash Rack	All	Required		1,000.00
12-inch Paved Culvert End Slopes	2	oonly	150.00	300.00
15-inch Paved Culvert End Slopes	25	only	175.00	4,375.00
18-inch Paved Culvert End Slopes	2	only	200.00	400.00
24-inch Paved Culvert End Slopes	6	only	250.00	1,500.00
12-inch Culvert Pipe	720	lin.ft.	3.50	2,520.00
15-inch Culvert Pipe	5,550	lin.ft.	4.00	22,200.00
18-inch Culvert Pipe	200	lin.ft.	4.50	900.00
24-inch Culvert Pipe	860	lin.ft.	5.50	4,730.00
18-inch Arch Type Culvert Pipe	45	lin.ft.	8.50	382.50
72-inch Arch Type Culvert Pipe	45	lin.ft.	27.00	1,215.00
24-inch Irrigation Pipe	270	lin.ft.	5.75	1,552.50
12-inch Sewer Pipe	2,100	lin.ft.	3.75	7,875.00
15-inch Sewer Pipe	290	lin.ft.	4.75	1,377.50
Extra for Pipe Under Pavement	640	lin.ft.	2.50	1,600.00
Temporary Drainage Structure	All	Required		2,000.00
Concrete Inlets, Type G-1	36	only	200.00	7,200.00
Concrete Inlets, Type G-2MA	32	only	200.00	6,400.00
6-inch Drain Pipe	80	lin.ft.	3.50	280.00
8-inch Drain Pipe	1,000	lin.ft.	3.00	3,000.00
12-inch Drain Pipe	900	lin.ft.	3.75	3,375.00
18-inch Drain Pipe	880	lin.ft.	4.75	4,180.00
Special Filter Material in Drains	350	cu.yd.	10.00	3,500.00
Guard Rail, Type 2A	12,000	lin.ft.	4.00	48,000.00
Guard Rail Anchors	22	only	200.00	4,400.00
Extra for Guard Rail Bridge Connections	8	only	150.00	1,200.00
Type 2 Fence	86,000	lin.ft.	0.60	51,600.00
Type 3 Fence	1,250	lin.ft.	1.80	2,250.00
16' x 48" Single Gates	2	only	275.00	550.00
Concrete Curbs	350	cu.yd.	55.00	19,250.00
Loose Riprap, Class 700	17,900	cu.yd.	2.50	44,750.00
Grouted Riprap	1,100	cu.yd.	15.00	16,500.00
Filler Blanket	440	cu.yd.	10.00	4,400.00
16' Cattle Guard	1	only	2,500.00	2,500.00
26' Cattle Guard	4	only	3,000.00	12,000.00
28' Cattle Guard	1	only	3,200.00	3,200.00
Guide Posts, W-1	260	only	7.00	1,820.00
Guide Posts, Y-2	160	only	7.50	1,200.00
Guide Posts, Flexible	30	only	10.00	300.00
Roadside Seeding and Mulching	135	acre	280.00	37,800.00
				$5,925,561.50

SIGNING

Painted Wood Sign Posts	All Required		2,200.00
Sign Support Footings	All Required		4,000.00
Breakaway Sign Posts	All Required		6,000.00
Single Sign Supports	All Required		650.00
Double Sign Supports	All Required		1,500.00
Structure Mounts	All Required		1,980.00
Type "A" & "B" Signs in Place	1,170 sq.ft.	6.50	7,605.00
Type "AA" Signs in Place	261 sq.ft.	7.00	1,827.00
Type "C" & "D" Signs in Place	1,037 sq.ft.	4.50	4,666.50
Type "E", "F" "G" & "M" Signs in Place	196 sq.ft.	4.50	882.00
Type "U" Signs in Place	94 sq.ft.	7.50	705.00
Thermoplastic Pavement Arrows	7 only	100.00	700.00
			$ 32,715.50
			$5,958,277.00
Flagging (60% of Contractor's Cost)	All Required		$ 40,000.00
Temporary Erosion Control	All Required		25,000.00
On the Job Trainees	All Required		5,600.00
			$ 70,600.00
	Subtotal		$6,028,877.00
	*10% Engr. & Cont.		601,687.00
	Total		$6,630,564.00

*Reduced in accordance with para. 5 PPM 30-6 (project field offices).

Type Code X781
Fort Hill Road Interch. U'xing (Br. No. 9622) (Sta. 279+35.05)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structure Excavation	430 cu.yd.	10.00	4,300.00
Structure Excavation Below Elevation Shown	40 cu.yd.	20.00	800.00
Furnish HP 10 x 42 Steel Piling	2,055 lin.ft.	4.50	9,247.50
Drive Steel Piles	46 only	1430.00	5,980.00
Splice Steel Piles	12 only	25.00	300.00
Class "A" Concrete (445 cu.yd.)	All Required		55,000.00
Class "AA" Concrete (620 cu.yd.)	All Required		75,000.00
Single Seal Expansion Joint	70 lin.ft.	35.00	2,450.00
Prestressing Steel (60,800 lb.)	All Required		30,000.00
Reinforcement (195,400 lb.)	All Required		33,000.00
Two Tube Metal Railing	658 lin.ft.	12.00	7,896.00
Preparation of Slopes	290 sq.yd.	5.50	1,595.00
Concrete Slope Paving	290 sq.yd.	10.00	2,900.00
8-inch Culvert Pipe	290 lin.ft.	4.00	1,160.00
			$ 230,628.50

Type Code X221
"B" Line Str. #9686 (Sta. 416+52 to Sta. 418+31)

Shoring, Cribbing, etc.	All Required			$ 2,000.00
Structure Excavation	1,200	cu.yd.	10.00	12,000.00
Structure Excavation, Below Elevations Shown	100	cu.yd.	20.00	2,000.00
Furnish HP 10 x 42 Steel Piling	5,450	lin.ft.	4.50	24,525.00
Drive Steel Piles	132	only	100.00	13,200.00
Splice Steel Piles	32	only	25.00	800.00
Drilling Pile Holes	300	lin.ft.	6.00	1,800.00
Class "A" Concrete (1,639 cu.yd.)	All Required			200,000.00
Reinforcement (485,400 lb.)	All Required			90,000.00
Metal Parapet Railing, Single Pipe	366	lin.ft.	8.50	3,111.00
Preparation of Slopes	1,000	sq.yd.	5.50	5,500.00
Concrete Slope Paving	1,000	sq.yd.	10.00	10,000.00
Berm Paving	260	sq.yd.	8.50	2,210.00
Slope Paving Curbs	320	lin.ft.	5.00	1,600.00
8-inch Standard Steel Pipe	90	lin.ft.	6.00	540.00
8-inch Culvert Pipe	120	lin.ft.	4.00	480.00
				$ 369,766.00

Type Code X080
Ladd Creek Bridge #13499 (Sta. FR-326+06)

Structure Excavation	30	cu.yd.	10.00	$ 300.00
Furnish HP 10 x 42 Steel Piling	250	lin.ft.	4.50	1,125.00
Drive Steel Piles	10	only	100.00	1,000.00
Splice Steel Piles	2	only	25.00	50.00
Class "A" Concrete (20 cu.yd,)	All Required			2,200.00
4' x 20'/25' Prestressed Slabs	6	only	1,000.00	6,000.00
Reinforcement (3,100 lb.)	All Required			1,000.00
Metal Rail	64	lin.ft.	15.00	960.00
				$ 12,635.00
	Subtotal			$ 613,029.50
	10% Engr. & Cont.			61,302.50
	Total			$ 674,332.00

Length of Roadway - - - - - - - -	6.552 miles
Length of Structure - - - - - - -	0.034 mile
Total Length	6.586 miles
Cost of Roadway per mile - - - -	$1,011,990.84

Retained in Program Status

Slide Correction	All Required	$ 200,000.00
Permanent Paving Striping	All Required	2,400.00
Temporary Paving Striping	All Required	500.00
Pipe Bedding Materials	All Required	500.00
Relocate Historical Marker	All Required	2,000.00
	Subtotal	$ 205,400.00

10% Engr. & Cont.	20,540.00
Total	$ 225,940.00

Summary of Funds

Description	Total Cost	Fed. Funds	State Funds
Roadway	$6,630,564.00	$6,117,358.00	$513,206.00
Structures	674,332.00	622,138.00	52,194.00
Subtotal	$7,304,896.00	$6,739,496.00	$565,400.00
Retain in Program	225,940.00	208,452.00	17,488.00
Total	$7,530,836.00	$6,947,948.00	$582,888.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 631-1070

Contract No. 7566

Group 1 - 100%

7914

5

September 17, 1973

B and A Pump Service
Route 1, Box 1606
La Grande, Oregon 97850

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Negotiated Contract No. 7914 for well construction in Charles H. Reynolds Safety Rest Area on the Old Oregon Trail in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Encl.

cc Mid-Century Insurance Company
207 Depot St.
La Grande, Oregon 97850

C. T. Keasey
Walt Hart
L. H. Young Attn: Vince Gallagher
Roy Olson
W. E. Schwartz
Joseph Schlieske

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 13, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Chas. H. Reynolds Safety Rest Area
Well Drilling, Project No. I-80N-6(47)265

We solicited bids from several well drillers to drill a well in the subject rest area. Only one bid was received, that being from B and A Pump Service of La Grande, in the amount of $5,359.00, which is well within our estimate of $8,860.00.

I will call the chairman for approval to award the contract after you have had time to review the subject.

DAR:dg

cc George M. Baldwin
Cecil Head
A. E. Johnson
H. S. Coulter
E. S. Hunter
R. L. Schroeder
L. H. Young
C. T. Keasey
W. J. Hart
V. E. Skoog

approved by
G L J. Aug 27, 1973
F B Klaboe

Form E 312X (REV. 8-72)

OREGON STATE HIGHWAY DIVISION

Summary of Bids Received and Construction Authorization

Project CHAS. H. REYNOLDS SAFETY REST AREA

F.A. Project No. I-80N-6(47)265

Highway OLD OREGON TRAIL

Engineer's Estimate 8,860.00

County UNION

Cont. No. 7914
Prefix 631-1080

Date Bids Received 8-10-73

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	B and A PUMP SERVICE RT. 1, Box 1606, LA GRANDE, OREGON, 97850	$5,359.00

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 5,359.00

Additional anticipated items:

Well Screen	1,000.00
Drill Additional Well	5,500.00
Temporary Erosion Control	100.00
Abandon & Fill Hole	200.00

ENGINEER'S RECOMMENDATION

Commission elects to accept the bid of B and A Pump Service in the sum of $5,359.00 and the Administrator of Highways is directe to award the contract to said bidder as soon as approval of the Federal Highway Administration is received.

CONSTRUCTION AUTHORIZATION

Contract amount	$ 5,359.00
Additional anticipated items:	
Well Screen	1,000.00
Drill Additional Well	5,500.00
Temporary Erosion Control	100.00
Abandon & Fill Hole	200.00
Subtotal	$ 12,159.00
4 1/2% Contingencies	547.16
~~Contingencies and engineering~~ 10% Engineering	1,215.90
Subtotal	$ 13,922.06
Credit for maintenance rock	-
Net construction authorization	$ 13.922.06

ENGINEER'S RECOMMENDATION

Commission elects to accept the bid of B and A Pump Service in the sum of $5,359.00 and the Administrator of Highways is directe to award the contract to said bidder as soon as approval of the Federal Highway Administration is received.

Deputy State Highway Enginee

B R Klaboe
State Highway Enginee

Regional Engineer, B.P.R

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 10, 1973

SUBJECT: Ladd Canyon Safety Rest Area
Old Oregon Trail Highway
Union County

Well Drilling 1973

To: Programing
R. N. Chase
Salem

Attention: Dwayne Ridings

Attached, (finally), find bidding proposal received from B & A Pump service of La Grande for the proposed well drilling in the Ladd Canyon Rest Area.

This office contacted 13 drillers and handed out 4 sets of plans and specs with bidding proposal attached. The 4 drillers receiving plans were B & A Pump Service, Stoffel Bros. Drilling Co., Corriel & Sedgewick, Inc,; all of La Grande, and R. J. Strasser Drilling Co. of Portland.

All drillers contacted indicated that they were quite busy with a backlog of work. Some indicated problems obtaining a performance bond as required. Find attached, letter from Corriel & Sedgewick, Inc. indicating their inability to meet the requirements for a performance bond.

Of the drillers obtaining plans & specs only one has tendered a bidding proposal. The others have declined due to a backlog of work, inability to obtain the performance bond, or the long distance to the project (Prineville & Portland).

The local drillers have indicated their willingness to negotiate an agreement on an hourly basis if we delete the performance bond requirement and other portions of the specs not pertinent to obtaining an acceptable water well. There still remains a problem with the completion time limit. With the present backlog of work most of the drillers indicated they could not start work until late September of early October.

Joseph A. Schlieski

Joseph A. Schlieski
Resident Bridge Eng.

cc: Region
file

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 19, 1973

To: MEMO TO FILE

SUBJECT: Ladd Canyon Safety Rest Area
Old Oregon Trail Highway
Union County

Well Drilling 1973

This office contacted the following drillers and requested their bidding proposal on the subject well drilling:

Company	Bidding Status
B & A Pump Service La Grande, Ore. 97850	Received plans and bid proposal 7/3/73.
Stoffel Bros. Drilling Co. Rte 3 Box 3346 La Grande, Oregon	Received plans and bid proposal 6/28/73. Interested but too busy to bid now.
Corriel & Sedgwick, Inc. 2010 Greenwood La Grande, Ore. 97850	Received plans and bid proposal 6/29/73. Interested but unable to obtain performance bond.
O. C. Tandy 1403 U La Grande, Ore. 97850	Not interested at this time - too busy.
Griffin Well Drilling 900 Hermiston Ave. Hermiston, Ore. 97838 Phone 567-6382	Not interested at this time - too busy.
Allison Drilling Co. Rt. 2 Box 309C Hermiston, Ore. 97838 Phone 567-8762	Interested but out of town & busy.
D. K. Smith Drilling Co. Stateline Phone 626-3811	Not interested at this time - too busy.
Marlette Well Drilling MiltonFreewater, Ore. Phone 938-7015	Not interested at this time - too busy.

SP*52675-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 19, 1973

SUBJECT: Ladd Canyon Safety Rest Area

To: Memo To File Cont:

Well Drilling 1973

Company	Bidding Status
Harding Drilling Co. Walla Walla, Washington	Not interested at this time - too busy.
Max Halloway 80 Hillcrest Dr. Ontario, Ore. Phone 889-5529	Not interested at this time - too busy.
Page Bros. Drilling 590 15th St. N. Vale, Oregon Phone 473-2284	Not interested at this time - too busy.
Dick Akins Prineville, Ore. Phone 447-5787	Not interested at this time - too busy.
R. J. Strasser Drilling Co. 8110 S.E. Sunset Ln. Portland, Oregon	Requested plans and bidding proposal on 7/19/73. Indicated he usually didnot work this far from home and was probably to busy to bid at this time.

Joseph A. Schlieski
Joseph A. Schlieski
Resident Bridge Eng.

cc: Region

SP*32475-734

[redacted]

Mr. Joe Schliaski
Oregon State Highway Dept.
Box 850
La Grande, Oregon

Dear Sir:

Regarding your request that we submit a bid on the drilling of a well at the Ladd Canyon Park, we find that we are unable to meet the requirements for a performance bond to cover the project.

For some reason, probably that we are working so much with unknown conditions, most drillers find it extremely difficult to obtain performance bonds.

For this reason, we will not be able to submit a bid on the project.

If perhaps there is some other method under which the work could be accomplished, we would be happy to cooperate with you in finding a solution. Please feel free to call on us if we can be of further service to you.

Very truly yours,

CORRIELL & SEDGWICK, INC.

July 14, 1973

J. P. Corriell, Pres.

7-17-73

7914

5

cc E. S. Hunter
W. E. Schwartz
C. T. Keasey
Roy Olson
R. N. Chase

June 12, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. H. Young
Office Engineer

SUBJECT La Grande-Ladd Canyon Section
Oregon Project No. I-80N-6(47)265

Approval is hereby requested for a minor program change to include in the character of proposed work "well drilling at the Charles H. Reynolds Rest Area" and authorization to solicit bids.

We plan to solicit bids rather than formally advertise for bids because of our past experience of not receiving a response to our advertising in this locality. Our field personnel have contacted four drillers that are willing to give a price quote and perform the necessary drilling after your authorization is received. We will use our standard Interstate proposal form with all necessary assurances as required, and award the contract through the Department of General Services after the bid quotes are approved by your office.

We are including the well drilling in this project and soliciting bids to save time because the wells location and its available water output is necessary to design the rest area. We are not involving the prime contractor for this project in the well drilling so the Resident Engineer can have direct contact with and full control of the drilling operation.

There are sufficient funds set up in the project to cover the well drilling because the "General Excavation" is apparently underruning. A revised project agreement estimate will be submitted to include the well drilling as a line item as soon as the contract is awarded.

Enclosed is a copy of the proposal, estimate and specifications.

Att.

DAR:da

7914

FORM E-50

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE June 11, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM for Donald R. Byard Gary A. Potter
Environmental Director

SUBJECT Charles E. Reynolds, Safety Rest Area
Old Oregon Trail Highway (I-80N)
Union County

Special Bridge Replacement Project
Woahink Lake (Canary Road) Bridges
Canary Road, FAS 226
Lane County

Bridge Replacement Project
Prickett Creek (Stringtown Rd.) Bridge
Stringtown Road, FAS 837
Washington County

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign six copies and return five to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J. H. Versteeg
Victor D. Wolfe
L. H. Young
G. A. Potter

RECEIVED
JUN 11 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

7914

Par 1-15
Reynolds

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 8, 1973

Keep

TO G. L. Green, Division Engineer
Federal Highway Administration

RL Schroeder

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Charles E. Reynolds Safety Rest Area
Old Oregon Trail Highway (I-80N)
Union County

LOCATION AND DESCRIPTION OF PROJECT The Charles E. Reynolds Safety Rest Area is located in Union County 4.5 miles south of La Grande on the Old Oregon Trail Highway (I-80N). It lies 26 miles north of the Baker Valley Safety Rest Area and 40 miles south of Deadmans Pass Safety Rest Area. There are rest area facilities proposed for both northbound and southbound traffic.

The project will involve drilling additional wells to assure a water supply sufficient in both quantity and quality to support the rest area needs.

The City of La Grande has agreed to the use of their lagoon facility for sewage disposal from the rest area.

Additional items of construction will be a water supply system, toilet buildings, trailer sanitary stations, irrigation system, picnic tables, information shelters, walks, electrical supply for buildings, and parking area illumination.

The parking areas and the entrance and exit ramps are under construction in conjunction with the grading and paving contract for the La Grande-Ladd Canyon Section.

PURPOSE OF PROJECT The project is in a location to allow approximately a half-hour driving time to the next rest area sites. This facility will serve the needs of the traveling public projected to the year 1990.

Services provided contribute to the health and well-being of the motorist. Driver fatigue, which is responsible for many serious vehicular accidents, can be alleviated more readily if rest stops are available at appropriate intervals.

DISCUSSION OF ENVIRONMENTAL IMPACTS Very little native vegetation will be disturbed, and appropriate supplemental landscaping will be carried out to develop pleasant surroundings in the rest area.

Sewage disposal into the City of La Grande lagoon facility will solve any problems of environmental impacts outside the area.

BASIS FOR NEGATIVE DECLARATION A-95 review is not required for the project since there is no right-of-way required.

All improvements will lie within the existing boundary of the rest area, so no additional property will be required. The project will result in a direct benefit to the highway user.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ______________________ Date JUN 18 1973
for Division Engineer

GAP:dg

cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
W. J. Hart
J. H. Versteeg
W. E. Schwartz

7914

PHK 9-15

Reynolds

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May ~~18~~ 22, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

J H Versteeg

SUBJECT Ladd Canyon Safety Rest Area
Union County

Attached is a copy of Roy Olsen's letter of May 14 outlining the reasons why Ladd Canyon was selected as a rest area site. I also discussed the possibility of alternate sites with the Region V Engineer. It is Pat Schwartz's contention that water supply and sewage disposal problem would be similar regardless of where we might try to relocate the rest area.

Based on the contract work completed (grading, storm sewer and surfacing) and the lack of a superior rest area alternate location it is suggested that we continue development of the present safety rest area.

5-22-73

Hal

Ok proceed with rest area development but **only** after an **adequate** water supply has been located.

ESH

JHV:jh

RECEIVED
MAY 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-22-73
original to Versteeg

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1973

SUBJECT: Chas. H. Reynolds S.R.A.
Formerly Ladd Canyon S.R.A.
Union County

To: J. H. Versteeg
Design Engineer
224 State Highway Building

Selection of sites for safety rest areas on the interstate system was started when the interstate system was in the planning stage.

The approval of this site was received in June, 1960.

During the planning stage, several locations were studied to make the selection. One of the considerations in selecting sites was to have them spaced so there would be approximately one-half hour of driving time between rest areas. For instance, the distance between Boardman and Stanfield is 25 miles; Stanfield and Deadmans Pass is 43 miles; Deadmans Pass and Ladd Canyon is 40 miles; Ladd Canyon and Baker Valley is 26 miles; and Baker Valley and Weatherby is 41 miles.

The location within five miles of La Grande is not unusual. Siskiyou to Ashland is four miles; Ashland to Suncrest is 5.66 miles; Medford to Suncrest is 3.74 miles; and Grants Pass to Manzanita is 4.32 miles.

Many travelers pass by the cities unless they have a particular reason to stop.

On the 27th of June, 1972, the Highway Commission made a resolution changing the name of Ladd Canyon Safety Rest Area to Chas. H. Reynolds, an honor to the former Chairman of the Highway Commission.

Additional right-of-way was purchased from a Mr. Fagen for the rest area location.

The construction of parking areas and entrance and exit ramps was let with the grading and paving contract. Grading has been completed and cement treated base installed. A separate contract was let to drill two wells. A contract was negotiated with a driller who proved to be incapable in his operations. The first well was to have been 200 feet in depth. He lost a bit at 131 feet as well as two fishing tools.

The decision to stop drilling was made at the region level, probably because of the poor experience with the driller.

A study of the area was made by Bill Milne who is convinced that if the first well had been drilled to a depth of 200 feet it would be a good producing well.

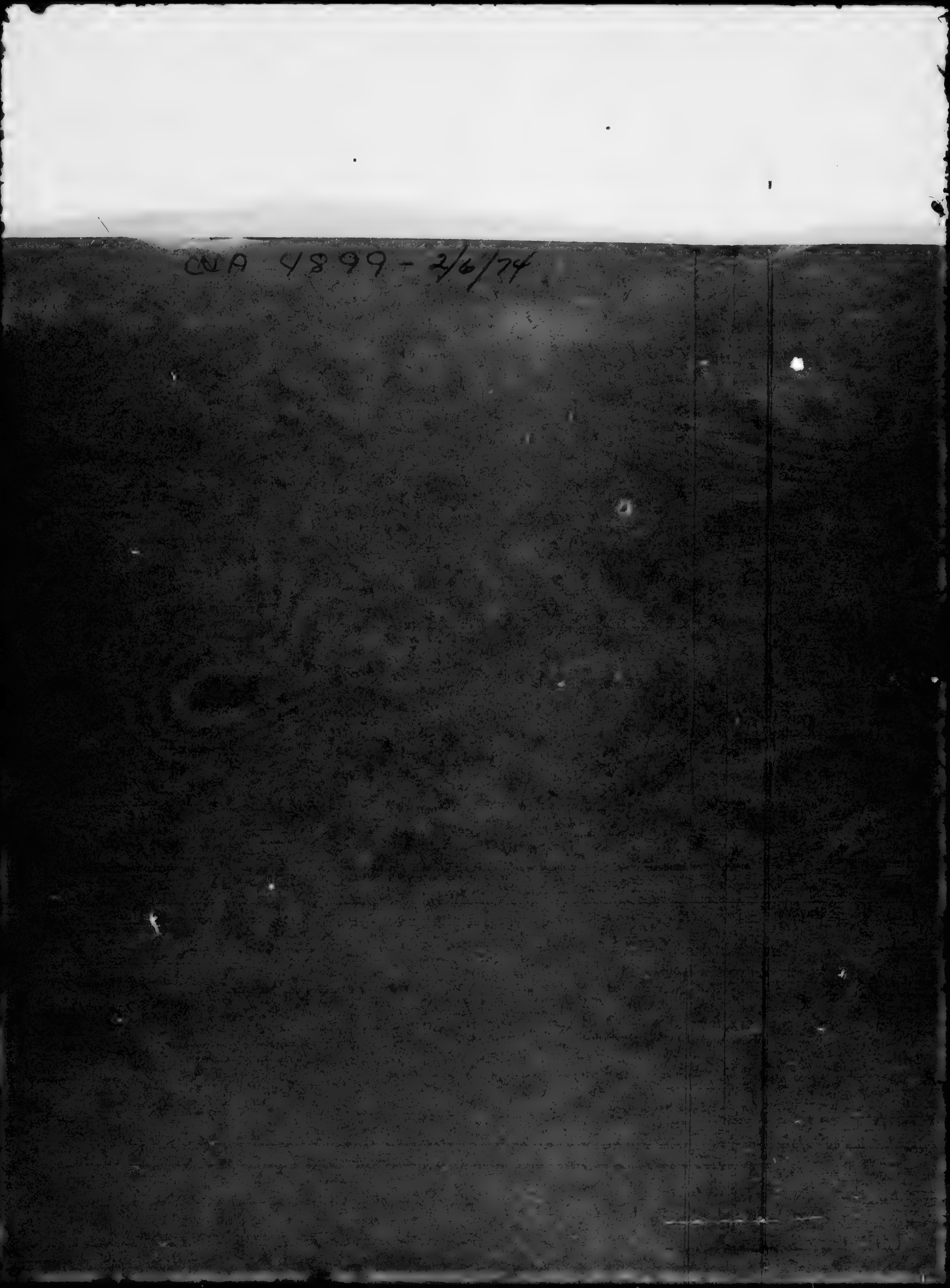
The FHWA has tentatively approved another contract to drill additional wells.

One of the advantages of this site is being close enough to the La Grande sewage facility to be able to use the lagoon for disposal. This will be an asset for future maintenance.

Roy E. Olson

Roy E. Olson
Landscape Engineer

7915 N. E. 122nd Ave. Interchange on 1973
the Columbia R. Hwy. in Portland
(Roadside improvement)



CNA 4899 - 2/6/74

7915 .9-8-75. STATE COPY 75

MONTHLY TRANSACTION NUMBER 9-50	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Multnomah
MODIFICATION NUMBER 1		PROJECT NUMBER I-80N-1(38)10

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 12, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 21,203	$ 25,708
Federal Funds	$ 19,564	$ 23,700
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantity and approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of September, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division
Salem, Oregon, September 3, 1975

Federal-aid Project
No. I-80N-1(38)10

N.E. 122ND AVE. INTERCHANGE SECTION COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 408+34.14)

Temporary Protection and Direction of Traffic	All	Required		$ 1,000.00
Furnishing and Placing Topsoil	220	cu.yds.	5.50	1,210.00
Furnishing and Planting Trees	20	only	30.00	600.00
Furnishing and Planting Shrubs	1,300	only	5.82	7,566.00
Furnishing and Planting Vines	8,600	only	0.50	4,300.00
*Bark Mulch	68	units	80.00	5,440.00
				$ 20,116.00

Additional Items

Flagging (State Share)				$ 200.00
PA1 Erosion Control Blanket	3,395	sq.yd.	0.90	3,055.50
				$ 3,255.50
		Subtotal		23,371.50
	10%	Engineering		2,336.50
		Total		$ 25,708.00

*Change in Quantity

Length of Project - - - 0.000 Mile

Federal Funds - $ 23,700.00
State Funds - 2,008.00
Total $ 25,708.00

Group 1 - 100%
Contract No. - 7915
Prefix - 626-1005

7915

STATE COPY

Form Approved; O.M.B. No. 04-R2089 5

MONTHLY TRANSACTION NO. 9-24	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE **Oregon**
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-12-73	COUNTY **Multnomah**
		PROJECT NO. **I-80N-1(38)10**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N N.E. 122nd Ave. Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-15-73	0.00
OTHER *(Specify)*		

FUNDS **Pro-rata 92.27%**

ESTIMATED TOTAL COST OF PROJECT $ 21,203	FEDERAL FUNDS $ 19,564

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Smith
f/G. L. Green (Division Engineer)

Date executed by Division Engineer September 12, 1973

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-80N-1(38)10

N.E. 122ND AVE. INTERCHANGE SECTION

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, September 7, 1973

Project Agreement Estimate

Type Code Y003
Roadside Improvement (Sta. 408+34.14)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Furnishing and Placing Topsoil	220 cu.yds.	5.50	1,210.00
Furnishing and Planting Trees	20 only	30.00	600.00
Furnishing and Planting Shrubs	1,300 only	5.82	7,566.00
Furnishing and Planting Vines	8,600 only	0.50	4,300.00
Bark Mulch	55 units	80.00	4,400.00
			$ 19,076.00

Additional Items

Flagging (State Share)	$ 200.00
	$ 200.00

Subtotal	$ 19,276.00
10% Engineering	1,927.00
Total	$ 21,203.00

Length of Project - - - 0.000 Mile

Federal Funds	$ 19,564.00
State Funds	1,639.00
Total	$ 21,203.00

Group 1 - 100%

Contract No. 7915

Prefix: 626-1005

7915 6/23/75 **STATE COPY** R

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT June 16, 1975	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-80N-1(38)10
COMPLETION DATE March 20, 1974	ACCEPTANCE DATE BY CONTRACT AGENCY April 30, 1975	TIME ELAPSED 45 %	CONTRACT TIME Comp. Date 11-30-74
APPROVED EXTENSIONS None	LOCATION At the interchange of I-80N and NE 122nd Avenue east of Portland, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUN 18 1975
Washington

N.E. 122ND AVENUE INTERCHANGE

COLUMBIA RIVER HIGHWAY

Roadside Improvement

All contract work was completed in apparent reasonably close conformance with approved plans and specifications, including approved changes at a final cost of $25,207.37 including $20,036.80 for contract bid items, $3,055.80 for price agreements, and $2,027 for engineering.

There were no major significant overruns or underruns of contract bid items. A copy of the State's materials certification is attached to the Division office copy of this report.

RECEIVED
JUN 19 1975
Office of
Assistant State Highway Engineer

6-19-75
cy Const.

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original signed by R. M. Arenz Plan. & Research Engr	
TITLE W. N. Bryant Area Engineer	DATE 6-16-75	TITLE E. J. Walker District Engineer	DATE JUN 18 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E Previous Editions Of PR-33E Will Not Be Used.

7915 R

Robert W. Straub May 29, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal Aid Project
No. I-80N-1(38)10

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance

Contract 7915, Work Completed March 20, 1974

Project N.E. 122nd Ave. Interchange

Highway Columbia River

County Multnomah

Acceptance: State Highway Commission April 30, 1975

Federal Highway Administration April 1, 1975

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Projgress Estimate and Cost Report, E-498
Contractors Wage Certification

DC:wm

cc: R. Hacek
R. D. Church

7915

R

May 9, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On May 2, 1975, we wrote to you concerning release of final payment on Contract No. 7915 awarded to Aichele Landscaping, Inc., for roadside improvement on the N. E. 122nd Avenue Interchange Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $1,154.63 and the total contract amount is $23,180.37 including $87.77 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, OR 97266

C. T. Kaasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

795

STATE COPY

cc: OSHD (H.S. Coulter) ... Wash.DC (HHO-30)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon	
IN COMPANY WITH Don Adams, Reg Constr Engr, OSHD.				
DATE OF INSPECTION 4-21-75	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-80N-1(38)10	
QUALITY OF WORK* Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED 45 %	WORK COMPLETED 100 %

N.E. 122ND AVENUE INTERCHANGE
COLUMBIA RIVER HIGHWAY
Roadside Improvement

All contract work except that required during the establishment period was completed in apparent reasonable conformance with the approved plans and specifications including approved changes on March 20, 1974 at a final estimated cost of $24,942.60 or approximately 8 percent below the $27,179.60 authorized. The establishment period ended April 1, 1975 and the work accepted by FHWA on April 21, 1975.

RECEIVED
MAY 5 1975
Office of
Assistant State Highway Engineer

5-5-75
cy Kearney

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 30, 1975

RDChurch

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7915, Work Completed March 20, 1974

Project N.E. 122nd Avenue Interchange

Highway Columbia River County Multnomah

Type of Work Roadside Improvement

Contractor Aichele Landscaping, Inc.

Recommended Acceptance Date April 30, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

5-2-75
Letter has
been written.
JS

APPROVED
FB Klaboe
STATE HIGHWAY ENGINEER
DATE: 5-1-75

-7915

R

OREGON STATE
HIGHWAY DIVISION

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

CON 5-7915

April 4, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-80N-1(38)10

RECEIVED
APR 29 1975

Office of
Assistant State Highway Engineer
RECEIVED
STATE HWY ENGR
APR 28 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

SUBJECT Request Contract Acceptance

Contract 7915, Work Completed March 20, 1974

Project N.E. 122nd Ave. Interchange

Highway Columbia River

County Multnomah

Establishment Period Ended April 1, 1975

4-29-75
cy Keasey
Church

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 4-21-75

Conditions not acceptable:

for EJ Valach
G. L. Green
Division Engineer

NOTED
H.S.COULTER

cc: ✓F. B. Klaboe
C. T. Keasey
R. D. Church

Form 81-734-3123

7915

April 2, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Overrun of Project Authorization
N.E. 122nd Avenue Interchange
Contract No. 7915

An overrun in the project authorization for this project is apparent. The original authorization was $22,071.02 for this landscape improvement project located in Multnomah County, and it now appears that the final cost will be $27,179.60, an increase of $5,108.58 (23.1%).

The reason for the overrun is due to the necessity of adding an erosion control blanket to the contract work by price agreement. This agreement provided for payment at a unit price for a total estimated cost of $5,976.

The project is in its final stages and no other increase in project costs is anticipated. It utilizes Federal Interstate funding and the added cost will also be Federal participating.

This matter will be on the agenda for your consideration at the April 30 meeting.

C. W. Head
bc: G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
E. L. Hardt
Gary Sund
R. E. Whipps

WR:lb cm

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1974

SUBJECT: Overrun of Project Authorization
NE 122nd Avenue Interchange
Contract No. 7915

To: H. S. Coulter, Assistant
State Highway Engineer

From: C. T. Keasey
Construction Engineer

An overrun in the project authorization for the subject project is apparent. The original authorization was $22,071.02 for this landscape improvement project located in Multnomah County, and it now appears that the final cost will be $27,179.60, an increase of $5,108.58 (23.1%).

The reason for the overrun is that an erosion control blanket was necessary and was added to the contract by Price Agreement 1. This agreement provided for payment at a unit price per sq. yd. for a total estimated cost of $5,976. The need for the erosion control blanket was not discovered until clearing of the existing slopes had taken place and the past erosion control measures taken by the county became obvious.

The project is in its final stages and no other increase in project costs is anticipated. It utilizes Federal Interstate funding and the added cost will also be Federal participating.

A rough draft letter to the Oregon Transportation Commission is attached requesting their approval.

CTK:WR:lb

Attachment

cc: Vince Gallagher

RECEIVED
MAR 28 1974
Office of
Assistant State Highway Engineer

FORM E-[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

RECEIVED
MAR 20 1974
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
[illegible]
[illegible] S
[illegible]
Berg

DATE March 19, 1974

TO Mr. C. T. Keasey
Construction Engineer

FROM D. R. Adams
Regional Construction Engineer

SUBJECT EXPECTED OVERRUN OF PROJECT AUTHORIZATION
N. E. 122nd Avenue Interchange
Columbia River Highway
Contract No. 7915

Under this contract we have installed an erosion control blanket as extra work to protect new replaced young plants and bark mulch.

Nearly $6,000 has been spent under Price Agreement on placement of erosion control blanket. This represents a 23% increase in the project costs. The need for erosion control blanket was not discovered until clearing of the existing slopes had taken place and the past erosion control measures taken by the county became obvious.

Most of this work is now complete and no other increase in project costs are anticipated.

Your approval of this request is recommended.

DRA/b
att
cc: Clair Kuiper

7915 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: NE 122nd AVE. INTERCHGE
WEEK ENDING: March 23, 1974
SECTION PREFIX: 626-1005
HIGHWAY: COLUMBIA RIVER
COUNTY: MULTNOMAH
NAME OF JOB: NE 122nd AVE. INTERCHANGE
KIND OF WORK: ROADSIDE IMPROVEMENT
CONTRACTOR: AICHELE LANDSCAPING
CONTRACT NUMBER: 7915
FEDERAL AID PROJECT NUMBER: I-80N-1 (38) 10
DATE OF CONTRACT: September 4, 1973
DATE WORK STARTED: September 18, 1973
ESTIMATED COMPLETION DATE: November 30, 1974 Plant establishment
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: November 30, 1974
PERCENT OF TIME ELAPSED: 44.7
PROJECT AUTHORIZATION: $ 22,071.02
EXCLUSIVE OF ENGINEERING: $ 20,143.42
ENGINEERING AUTHORIZATION: $ 1,927.60
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 82.3
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 26,119.42
ENGINEERING COST TO DATE: $ 1,3000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103.3
ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . ____%
PERCENT OF AUTHORIZATION 67.4%
DATE PROJECT WAS COMPLETED: March 20, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

xxxxxxTrees	xxxxxxShrubs	xxxxxxVines	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
20	1015	10,300					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		200			
TOTAL QUANTITIES CORRECTED TO DATE		100			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		100			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			K
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Overcast			
SATURDAY	Cloudy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO ACTIVITY
MONDAY	PLANTING VINES
TUESDAY	COMPLETED PLANTING VINES
WEDNESDAY	CLEANING UP AREA
THURSDAY	NO ACTIVITY
FRIDAY	NO ACTIVITY
SATURDAY	NO ACTIVITY

REMARKS

Final inspection held on Wednesday with Roy Olson, Wally Bryant (FHWA). Job goes into plant establishment.

SIGNED C.L. Kuiper LOCATION Milwaukie

1. PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7915

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

Semi- est

(*Check appropiate box*) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 3-20-74	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-80N-1(38)10
IN COMPANY WITH Roy Olson, Landscape Engineer, OSHD; C. L. Kuiper, Res Engr, OSHD.			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 45 %	WORK COMPLETED 98 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(** Not applicable for all contacts.*)

COPY SENT
MAR 25 1974
REGIONAL OFFICE

N.E. 122ND AVENUE INTERCHANGE
COLUMBIA RIVER HIGHWAY
Roadside Improvement

All work, except that required during the establishment period, was completed in reasonably close conformance with the approved plans and specifications including approved changes on March 20, 1974.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements.

The records also indicate that the contractor has met the EEO requirements of the contract in a reasonable and timely manner.

The final cost of the work as well as reasons for overruns and underruns will be covered in the final inspection report. The specified establishment period for this project will end November 20, 1974.

RECEIVED
STATE HWY ENGR
MAR 26 '74
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

3-26-74
Cy Const

NOTED
H.S. COULTER

FORM PR-33B
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

7915

Form E-372 (Rev. 10-68)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project NE 122nd Avenue Interchange Date March 11, 1974

Highway Columbia River Contract No. 7915

County Multnomah Kind of Work Landscape Improvement Contractor Aichele Landscaping, Inc.

	Authorized	Estimated
Contract Amount	$19,076.00	$25,052.00
Anticipated Items	200.00	200.00
Contingency (4½%)	867.42	-0-
Engineering	1,927.60	1,927.60
Credits		
PROJECT COST	22,071.02	27,179.60

NET INCREASE $ 5,108.58

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
Erosion Control Blanket (U)	0	$5,108.58

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE 4-30-74

Principal reasons for overruns (Continue on reverse side): Installation of a soil erosion control blanket on landscape slopes.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by C. L. Kuiper
Resident Engineer

Noted by C T Kasey
Construction or Bridge Engineer

Confirmed by
Division Engineer

Noted by R E Johnson
Deputy or State Highway Engineer

[illegible]

7915

FORM PR-33A
(REV. 3-68)

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Bryant

3-22-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Multnomah	Division Oregon
Date of Inspection 2-28-74	Inspection Made By P. E. O'Neil, Asst Area Engineer		Project No. I-80N-1(38)10

In Company With
C. L. Kuiper, Resident Engineer, OSHD

COPY SENT
MAR 11 1974
REGIONAL OFFICE

Location
At the interchange of I-80N and N.E. 122nd Avenue

Contractor Name and Address
Aichele Landscaping, Inc., Portland, Oregon

Award Date 9-4-73	Contract Amount $19,076.00	Time Allowed CompDate-11-30-74	Time Started 9-14-73	Work Started 9-18-73
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 38.4 %	Work Completed 66%	

Roadbed (Width) NA *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
NA					

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

RECEIVED
STATE HWY ENGR
MAR 12 '74
REFER TO
FOR
Info
Inves
R/D
D/R

3-12-74
Const.

REMARKS: **(Report details of statewide inspection-in-depth on form PR-33D)*

N.E. 122ND AVENUE INTERCHANGE
COLUMBIA RIVER HIGHWAY
Roadside Improvement

The work to be accomplished under this contract consists of furnishing and placing topsoil; furnishing and planting trees, shrubs, and vines. Under Price Agreement No. 1 a soil erosion control blanket was to be placed on the steep landscaped slopes which are approximately 1:1.

At the time of this inspection the contractor had completed the work under Price Agreement No. 1 of installing the erosion control blanket. The contractor placed an excelsior mat with black netting on the east bank of the interchange and has installed jute netting on the west bank. This will give us the opportunity to observe which type does a better job. The resident indicated that upon completion of all plantings the contractor will spray both the excelsior mat and jute netting with a fine spray of barkdust so that it blends in with the surrounding area. The contractor had all of the topsoil placed, the barkdust down, and the trees and shrubs planted. All that remains to complete the project is the planting of the vines.

NOTED
H.S.COULTER

The resident engineer indicated that the contractor has his required EEO posters posted in his pickup. The required supervisory meeting was held on February 12, 1974. It appears the contractor is meeting his required EEO

[illegible] REV. 5-64, WHICH WILL NOT BE USED.

#7915

s

5F

February 6, 1974

1-30-74

Multnomah County Board of Commissioners
Courthouse
Portland, OR 97204

Attention: Mr. Oliver Domreis
Director of Public Works

MISC. CONTRACTS and AGREEMENTS No. 4899

Gentlemen:

Attached for your records is a fully executed copy of an agreement for maintenance of a landscaped area adjacent to the N. E. 122nd Avenue Interchange on the Columbia River Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc H. S. Cox (agree. att.)

7915

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 11, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Landscape-Maintenance Agreement
Multnomah County

An agreement has been negotiated with Multnomah County for maintenance of landscaped area adjacent to the N.E. 122nd Avenue Interchange on the Columbia River Highway (I-80N).

Under the terms of this agreement the State has currently under construction a project for improvement of the property, to include landscaping and related facilities which will enhance the immediate area. Upon completion of the construction and after a one-year growing season, Multnomah County will assume the maintenance at their sole expense.

This matter will be presented for your consideration at the January 30 meeting. I recommend your approval and request authority to sign the agreement for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
D. H. Moehring
J. H. Versteeg
W. L. Carrie
H. S. Cox
L. W. Rulien
Gary Sund

Bob Whipps

fn dpy

7915

File

[illegible]

STATE OF OREGON

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

November 26, 1973

The Honorable Bob Packwood
United States Senator
6327 New Senate Office Building
Washington, D. C. 20510

Dear Senator Packwood:

In response to the letter of Wesley Johnson (copy attached), George Baldwin, Director, State Department of Transportation, informs me that a roadside improvement contract has been awarded for the landscaping of the area, N. E. 122nd Avenue and I-80N (rather than I-5). When this project is completed, the slopes in the area are expected to be stabilized, greatly reducing the sloughing or raveling referred to in Mr. Johnson's letter.

The regular maintenance of N. E. 122nd Avenue and walkways along this avenue is the responsibility of Multnomah County. We know of no federal funds which can be used for such maintenance. The above mentioned project is financed by both state and federal funds. The federal funds are regular Interstate Funds with a 92 percent participation.

If I can be of further help, please let me know. In case you are unaware, Bob Oliver is again Legal Counsel to the Governor; Chalmers Jones has been appointed Ombudsman.

Sincerely,

Marc P. (Ted) Winters
Assistant Ombudsman

MPW:cm

cc: George Baldwin

RECEIVED
NOV 27 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

#7715

5

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6388

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

November 8, 1973

Mr. Ted Winters
Assistant Ombudsman
Office of the Governor
Salem, Oregon 97310

Dear Mr. Winters:

The location referred to in Mr. Wesley Johnson's letter of September 19 to Senator Packwood is the intersection of N.E. 122nd Avenue in Portland and I-80N -- rather than I-5. - #7915

A roadside improvement contract has been recently awarded for the landscaping of this area. This, when completed, should stabilize the slopes in this area and greatly reduce the sloughing or ravelling referred to in Mr. Johnson's letter.

The regular maintenance of N.E. 122nd Avenue and walkways along this avenue is the responsibility of Multnomah County. We know of no Federal funds which can be used for such maintenance. - MAI
12-2-2

The above-mentioned project is financed by both State and Federal funds. The Federal funds are regular Interstate funds with a 92 percent participation.

Sincerely,

George M. Baldwin
Director of Transportation

cc Oliver Domreis
Public Works Director

bc F. B. Klaboe ✓
E. S. Hunter
L. H. Young
L. W. Rulien

RDA:dg:lr

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
NOV 13 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OCT 4 1973

RECEIVED
STATE HWY ENGR
OCT 24 '73
REFER TO
Hunter
FOR
Info | Inves | [✓ R/D] | D/R | Sign | Act | File

September 19, 1973

Senator Robert Packwood
United States Senate
6327 Dirksen Office Building
Washington D.C. 28510

The Honorable Senator Robert Packwood:

Having read the Packwood Paper, I found an article therein, dealing with the allocation of Federal funds distributed to the State of Oregon and its people. I read with interest the varied institutions and agencies having the ability to claim Federal funds.

Having a problem in our Community and a lack of money that could be budgeted for this particular problem, I addressed myself to your Portland office with the question of whether it was possible to receive Federal funds, grants or matching monies to alleviate our problem. I was advised with all due courtesy, to address this problem to your Washington office where proper attention and investigation of this question could be made.

The question, and problem, is one that deals with school childrens' safety and their ability to walk to school and return home safely on N. E. 122nd Avenue between the streets of N. E. Fremont and approximately N. E Fargo, Portland, Oregon, a distance of roughly 3 blocks. This area is surrounding an underpass under I-5 and the construction of it and a railroad overpass has resulted in a rocky path between Fremont Street and Fargo Street. This path is elevated in height over 4 lanes (2 each way) of high speed traffic on N. E. 122nd from curb level of 8" to 16 to 20 feet above the traffic, and the slope from the trail to the street at 60 degrees.

As you know Senator, our weather in January and February is of such a nature to make it a very dangerous avenue for children to walk to and from their homes. The other side of this street has a sidewalk that abuts the street and is full of rocks from the bank caving away yearly. When snow is on the ground it is totally impassable and although schools are open, the children must walk in the traffic lanes at this time.

I've met with the County Maintenance Foreman for a frank discussion as to what would be necessary, and he agreed that it was all that I described and felt it should be corrected. But he also related, that overriding problem, as to where funds could come from. The budget excludes items like this and the property owners have no interest in an expense of this type.

It was at this point that I read your paper this afternoon and a possible glow of hope was rekindled. I know all things are not possible within the realm of things we would like to see done, but I would like to request as to whether there is some hope for a project which would not cost so much money, and yet in my opinion will probably over the years save lives. This has been expressed in the past by other concerned citizens asking and inquiring, and being rejected at County level. I believe it is possible that Federal funds can properly be used to protect the safety and welfare of our children, because of the Interstate Highway that was constructed caused a majority of this problem.

My request is simple. Please let me know whether the door is open or closed on this matter. If it is closed, it will be because there is no provision for such. If it is open, I will certainly appreciate whatever knowledge can be made available to me so that I can pursue our problem. If there is any question or information, I might not have mentioned, please request these items and I will do my utmost to answer.

Before closing my first letter to a U. S. Senator, I would like to sincerely compliment you on some of the actions you have taken in the Senate. Not merely voting for or against bills, but for your initiative and leadership in the fields of conservation, particularly the Minam, and of late the Snake River. You deserve to be commended along with your fellow supporting Senators for your stand.

I would also like to comment on your questionnaire, which by the tone of your letter seemed surprising. This is in regard to capital punishment. I was never in favor of abolishing this and still strongly support it. I believe it is a mandate to our representatives to once again allow the will of the people to be exercised. It may not always be popular in every circle, but I believe that it is the making of a great man to speak out in all honesty and for whom he represents.

I will close this letter, Senator, knowing by your past record that I will get an answer to my question favorable or not. The first I hope for, and thanking you in advance for your cooperation, I remain,

Sincerely,

Wesley T. Johnson

Wesley T. Johnson
12904 N. E. Eugene St.
Portland, Oregon 97230

on behalf of
Parkrose High School
Advisory Board

P.S. My remarks on conservation and capital punishment are my own personal views.

1415

5

bc: H. S. Coulter
C. T. Keasey
Roy Olson

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
H. S. COULTER

October 9, 1973

Multnomah County Board of Commissioners
Courthouse
Portland, Oregon 97204

Attention Mr. Oliver Domreis
Director of Public Works

Gentlemen:

State and County have determined a need and desire for a landscape improvement project on N. E. 122nd Avenue at its interchange with Columbia River Highway (I-80N).

Under dates 1956, 1957, and 1960, Multnomah County undertook various contract projects to improve this area. The State of Oregon in August of 1973 awarded a contract for approximately $25,000 for additional landscaping planting to be installed at State's sole expense. It is anticipated that this project should be completed in the spring of 1974 with the first year's growing season, or establishment period, to be in the fall, around November 1, 1974. We hereby request, upon termination of the establishment period and acceptance by State, that said landscaping improvement project be under the jurisdiction of Multnomah County for maintenance purposes thereafter.

If the foregoing is agreeable and meets with your approval, please submit to the Board of Commissioners for execution and return three copies to this office for final approval after which a copy will be returned to you for your permanent records.

RECEIVED
OCT 10 1973
Office of
Assistant State Highway Engineer

We appreciate your cooperation in this and other matters relating to highway construction and improvement within Multnomah County.

Very truly yours,

H. S. Cox
County and City Engineer

By

D.N. Harwell
D. N. Harwell
Assistant Engineer

DNH:ljt
Encl.

MULTNOMAH COUNTY BOARD OF COMMISSIONERS

By____________________________________
Chairman

OREGON STATE HIGHWAY DIVISION

By____________________________________
Assistant State Highway Engineer

cc: L. W. Rulien

7915

5

September 17, 1973

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7915 for roadside improvement on N.E. 122nd Avenue Interchange Section of Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Encl.

cc United Pacific Insurance Co.
Portland and Tacoma

C. T. Keasey
Walt Hart
L. H. Young Attn: Vince Gallagher
L. W. Rulien
Clair Kuiper
Roy Olson

Salem, Oregon

September 6, 1973

Clair Kuiper
Resident Engineer

L. H. Young
Office Engineer

Contract 7915
Furnishing and Planting Trees; Bid Item 3
Furnishing and Planting Shrubs; Bid Item 4
Furnishing and Planting Vines; Bid Item 5
Subsection 682.91, Page 601, Standard Specs., 1970

A change in procedure for payment to the contractor for work done under Bid Items __________ is effective immediately on this contract. The purpose of the change is to eliminate the need for computing and entering the establishment withholding amount (10% of the unit price) on progress and semi-final pay estimates.

Under the new procedure the bid items have been split as follows:

Bid Item		Unit Price	Quantity
3	Furnish and Plant Trees	27.0000 90% of unit price	20
3A	Establishment Period Work	3.0000 10% of unit price	20
4	Furnish and Plant Shrubs	5.2380 90% of unit price	1,300
4A	Establishment Period Work	.5820 10% of unit price	1,300
5	Furnish and Plant Vines	.4500 90% of unit price	8,600
5A	Establishment Period Work	.0500 10% of unit price	8,600

OUTLINE OF PAY ESTIMATE PROCEDURES

Progress Estimates

1. Quantities will be entered under items 3, 4, 5 only.

Semi-Final Estimate (All contract work has been completed; establishment period has started.)

1. Same as progress estimate.

Post-Semi-Final Estimate (All replacement planting completed and accepted; re-count of quantities installed completed. Establishment period ends.)

1. a) If no change from semi-final quantities shown under items 3, 4, 5 enter the same quantities under items 3A, 4A, 5A.

   b) If a change from semi-final quantities shown under items 3, 4, 5 adjust item 3, 4, 5 quantities accordingly and enter same quantity under 3A, 4A, 5A.

Final contract payment will be made after:

1. Post-final estimate quantities have been approved by the Final Checking Engineer.
2. Final Region Inspection Report and Third Notification Date has been received in Office Engineering.

VB:pr

cc: L. W. Rulien

7915

bc T. Keasey
t Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Clair Kuiper
Roy Olson
William Geibel (SAIF)

September 4, 1973

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The Oregon Transportation Commission on August 29, 1973, accepted your proposal for roadside improvement on the N. E. 122nd Avenue Interchange Section of the Columbia River Highway in Multnomah County in the amount of $19,076 and referred it to the Administrator of Highways with authority to award the contract to you as soon as approval from the Federal Highway Administration is received.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7915.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is November 30, 1974.

Very truly yours,

C. W. Hand, Manager
ADMINISTRATIVE SERVICES

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7915

U. S. DEPARTMENT OF TRANSPO[illegible] - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-18-73

RAL AID PROJECT NO.: I-80N-1(38)10

STATE PROJECT NO.: NE 122ND AVENUE INTERCHANGE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 1-742

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAY 21 '73
REFER TO Hunts
FOR
Info
Inves
[illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	INTERSTATE ROUTE I-5 PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $200.00

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) CONTRACTOR'S FLAGGING $200.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

5-22-73
Copy young

RECEIVED
MAY 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-18-73		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

5

7915

5-10-73

TRANSACTION NUMBER 5-36

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-10-73

BY (Signature): MR. YOUNG'S MAY 1, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*: ITEM NOS. ________ THRU ________

STAGE 2: ITEM NOS. 742 THRU ________

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
742	I-80N-1(38)10	0.00	23,000	21,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
N. E. 122ND AVENUE INTERCHANGE SECTION MULTNOMAH COUNTY	LANDSCAPING

RECEIVED
STATE HWY ENGR
MAY 11 '73
REFER TO Hunter
FOR
Info | Invst | R/D | C/R | Sign | Act | File

RECEIVED
MAY 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

NOTED
E. S. HUNTER

5-24-73
Copies Young
Verstaeg

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 5-10-73
SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-42
(Rev. 8-71)

GPO 915-490

7915

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1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 3, 1973

Keep

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Negative Declaration
Roadside Improvement Project
N.E. 122nd Ave. Intchge.
N.E. 122nd Ave.-Sundial Rd. Sec.
Columbia River Hwy., Multnomah Co.

This negative declaration is to accompany our request for Federal-aid approval of the subject roadside improvement project.

LOCATION AND DESCRIPTION OF PROJECT N.E. 122nd Avenue Interchange
N.E. 122nd Avenue-Sundial Road Section
Columbia River Highway
Multnomah County

The above project is typical of the Oregon Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

Wherever possible, planting areas are designed to channel vision, to guide the motorist through interchanges more effectively, and to provide relief to visual monotony by creating variations in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS The subject landscape project will lie within the existing highway right-of-way, so other land uses in private control will not be pre-empted.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. The projects will be a permanent asset to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ______________________ Date MAY 10 1973
Division Engineer

REO:vmt dg

cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
J. H. Versteeg
Roy Olson
L. W. Rulien

7915

May 1, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project I-80N-1(32)10
NE 122nd Ave. Interchange Sec.

We are submitting program data for one Interstate Project, Item No. 742, Project No. I-80N-1(32)10, NE 122nd Avenue Interchange Section (Landscaping) which we desire to have included in the Federal-aid Interstate Highway Program.

The project is exempt from State and District 2 Clearinghouse reviews under working agreements dated April 20, 1970 and October 16, 1970, respectively.

Environmental statement is being submitted as a separate action.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

Location/design approval for this landscaping work is considered to have been given as an incidental part of the overall design which was approved under Project I-80N-1(18), "NE 122nd Ramp Section", and also considered as stage construction necessary to accomplish the scenic enhancement of the interchange. It is our opinion that this landscaping work will not be adversely affected by any presently contemplated improvement in this area.

Enc.

RMC:dg

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

5-2-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N NE 122nd Ave. Interchange 21 65	ADT	PRESENT 25,000	FUTURE 61,000 (66) (70)	YEAR 93 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2)

											PROJECT NUMBER		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Landscaping 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER (S) I- 14 23	NUMBER 80-1 7	SEQ. NO. (38)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Multnomah			CODE 051 (14) (16)
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE (36) (37)	U.S. I-80N (41)

					WORK				ESTIMATED PROJECT COST BY PHASES				
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	C P (F
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		I-80N NE 122nd Ave. Interchange						Lands ing o trees vines place soil.
5					ROW								
5					CONST (CODE) Y003		"NE 122nd Avenue Interchange Section"	0.00	23,000	21,000	2,000		ROW-3 Acces Parki compl

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	23,000 (16) (23)	21,000 (24) (33)	2,000	
1	14	PROGRAM APPROVAL DATES						

REMARKS

Additional Data: Items I-170,
U-26; Projects I-80N-1(14), I-80N-1(1
and UI-323(3), respectively.

-0

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
T	25,000	61,000 (66) (70)	93 (71) (72)	10	Oregon	35 (2) (3)	042 (4) (9)	742 (14) (18)

PROJECT NUMBER

LASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(70)	(71)	(72) (73)	(74) (75)	I- 14 23	80-1 7	(38) 12	10 (24) (26)	N 27

COUNTY NAME Multnomah CODE 051 (14) (16)

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. I FEDERAL-AID I-80N (32) STATE (36) (37) U.S. I-80N (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(66)	(67) (78)			Landscaping consisting of planting trees, shrubs, and vines; furnish and place mulch and top-soil.
				ROW-300' min.; Access Control-Full; Parking Restrictions-complete.
23,000	21,000	2,000		
23,000 (23)	21,000 (24) (33)	2,000		

REMARKS

Additional Data: Items I-170, B-101, I-661 & U-26; Projects I-80N-1(14), I-80N-1(18), I-80N-1(33) and UI-323(3), respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

NE 122ND AVE. INTERCHANGE
Project No. I-80N-1(38)10

Remarks Continued -

Data for PR-37B: R/W-1; R/W-F; Sanitary Facilities-no.

Project Data: The work consists of planting trees, shrubs and vines including the furnishing and placing of mulch material on topsoil.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

A-95 Reviews: Exempt under State Clearinghouse and District 2 Clearinghouse working agreements dated April 28, 1970 and October 16, 1970, respectively.

Requirements of PPM 90-1: Environmental statement is being submitted as a separate action.

Location/Design Requirements: This work is considered stage construction necessary to accomplish the scenic enhancement of the interchange. Location/design approval for the work was considered granted as an incidental part of the overall design approved under Project I-80N-1(18), "NE 122nd Ramp".

RECEIVED
DEC 1 1972

7915

December 14, 1972
Salem, Oregon

N.E. 122nd Avenue Interchange
N.E. 117th Avenue-Sundial Road Section
Columbia River Highway
Multnomah County

Mr. L. M. Young
Programming Engineer

Attention: R. N. Chase

BUILDING

Please program for F.A.I. participation the subject roadside improvement project.

Location of the project is along 122nd Avenue on the I-80N Freeway, Station 408+34.15.

Work to be done:

Furnish and place topsoil
Furnish and plant trees
Furnish and plant shrubs
Furnish and plant vines
Place bark mulch

Estimated cost is $24,150. Attached is a plan of the project.

E. S. Hunter
Assistant State Highway Engineer

Attachment
cc: F. B. Klaboe
Frank Hall
Roy Olson

REO:vmt jf

RECEIVED
DEC 13 1972
FOR FILING

7915

RECEIVED
STATE HWY ENGR
DEC 15 '72
REFER TO
FOR
Info R/D DIR

December 13, 1972

Mrs. A. S. Farago
13532 N.E. Klickitat Court
Portland, Oregon 97230

Dear Mrs. Farago:

This is in reply to your recent letter suggesting landscaping of the area under Interstate 80N at the 122nd Avenue Interchange.

Since receiving your letter our Landscape Design Section has developed a plan, estimated to cost $25,000, which will provide landscaping and general beautification of the area mentioned in your letter.

This is a Federal Aid Interstate Highway and we anticipate using federal aid funds for this work. The Federal Highway Administration has given tentative approval of the project. If funds are available and we receive final approval from the Federal Highway Administration, the project can likely be scheduled during the next fall planting season.

We appreciate your concern in these matters and thank you for calling this situation to our attention.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
bc:
F. B. Klaboe
Frank Hall
L. W. Rulien
Roy Olson
Gary Ross
L. H. Young

NOV 30, 1972

GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
135 STATE HIGHWAY BLDG
SALEM, OREGON 97310

DEAR MR. BALDWIN,

I AM ENCLOSING THE PICTURES TAKEN OF THE AREA I WROTE TO YOU ABOUT ON NOV 3. THERE ARE STILL MORE THAT WILL COME LATER. I WAS HAPPY TO HEAR FROM YOU. WE ARE ALL EAGERLY WAITING TO KNOW THE OUTCOME OF YOUR REPORT.

I DID FORGET TO MENTION THAT THIS AREA HAS BEEN DEVELOPED FOR NEARLY 15 YEARS, 12 SINCE I HAVE LIVED HERE, SO IT ISN'T JUST A NEW AREA THAT HAS JUST POPPED UP.

THANK YOU FOR YOUR CONCERN.

Mrs Farago

MRS. A.S. FARAGO
13532 N.E. KLICKITAT COURT
PORTLAND, OREGON 97230

RECEIVED
STATE HWY ENGR
DEC 4 '72
REFER TO

FOR

Info	Inves	RID	DIR	Sign	Act	File

RECEIVED
DEC 4 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
DEC 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible]

[illegible]

~~North~~ East side of 122nd
just south of Fremont.

East side of 122nd.
taken from Fremont.

West side of 122nd
South of Fremont.

FORM 2-80-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1972

SUBJECT: File No. 46049
Northwest Natural Gas Company

To: Phil Judson
Right of Way
P.O. Box 02157
Portland, Oregon 97202

The South Tigard Interchange-East Portland Freeway project has been reviewed to determine the need for screen planting.

There are several areas throughout the project that will require planting.

The area in front of the Northwest Natural Gas Company has a planting about 320 feet long and 10 feet wide that will be removed by the widening of the highway. This screen planting will be replaced under a roadside improvement contract that will follow the grading and paving contract.

E. S. Hunter, Assistant Highway Engineer, has been contacted and concurs.

Roy E. Olson
Landscape Engineer

vmt

cc E. S. Hunter

Form E-4

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

122nd Avenue Interchange
N.E. 117th Avenue-Sundial Road Section
I-80N Freeway
Multnomah County
ESTIMATE OF COST

November 24, 1972

	ITEM	UNIT	NET	ALLOW.	TOTAL	UNIT COST	TOTAL COST
1	Temp. Protect. & Dir. of Traffic	L.S.	All		All	L.S.	2,500.00
2	Furnishing & Placing Topsoil	Cu.Yd.	100	20	120	6.00	720.00
3	Furnishing & Planting Trees	One	33	3	36	25.00	900.00
4	Furnishing & Planting Shrubs	One	1,345	55	1,400	7.00	9,800.00
5	Furnishing & Planting Vines	One	6,400	600	7,000	.60	4,200.00
6	Bark Mulch	Unit	35	5	40	40.00	1,600.00
					Total		$19,720.00
			Anticipated Items:				
				Flagging			200.00
					Subtotal		$19,920.00
					Eng. & Cont. 14-1/2%		2,888.40
					Grand Total		$22,808.40
					Say $23,000		

SP*32586-734

FORM [illegible] (REV. 10-[illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1972

SUBJECT:

To: E. S. Hunter
Asst. State Highway Engineer
132 State Highway Building

I think Mrs. Farago is right. The area is weedy and unattractive. This is too much of a project for a neighborhood group to take on.

Attached is a proposed planting plan and some pictures of the area.

Estimated cost is $23,000.

We do have a balance of about $30,000 left in highway beautification funds.

Roy E Olson

Roy E. Olson
Landscape Engineer

vmt

Inclosures 5

Hall H
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout A

RECEIVED
DEC 1 - 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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RECEIVED
NOV 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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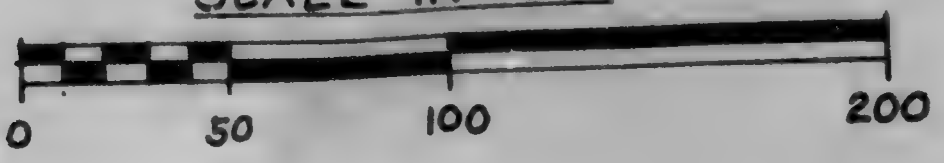
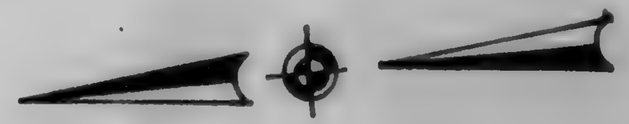
PHOTOGRAPHS OF SITE
122ND & BANFIELD EXPRESSWAY

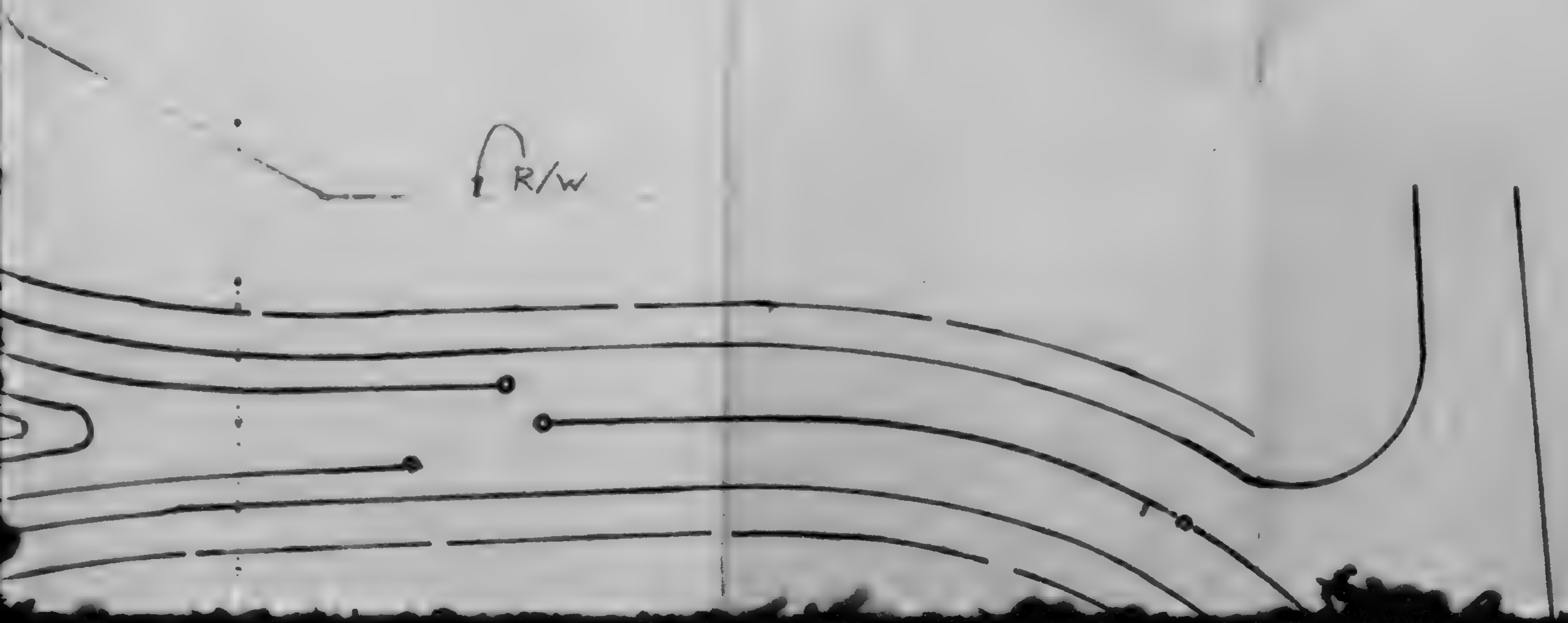
PROPOSED
DEVELOPEMENT FOR

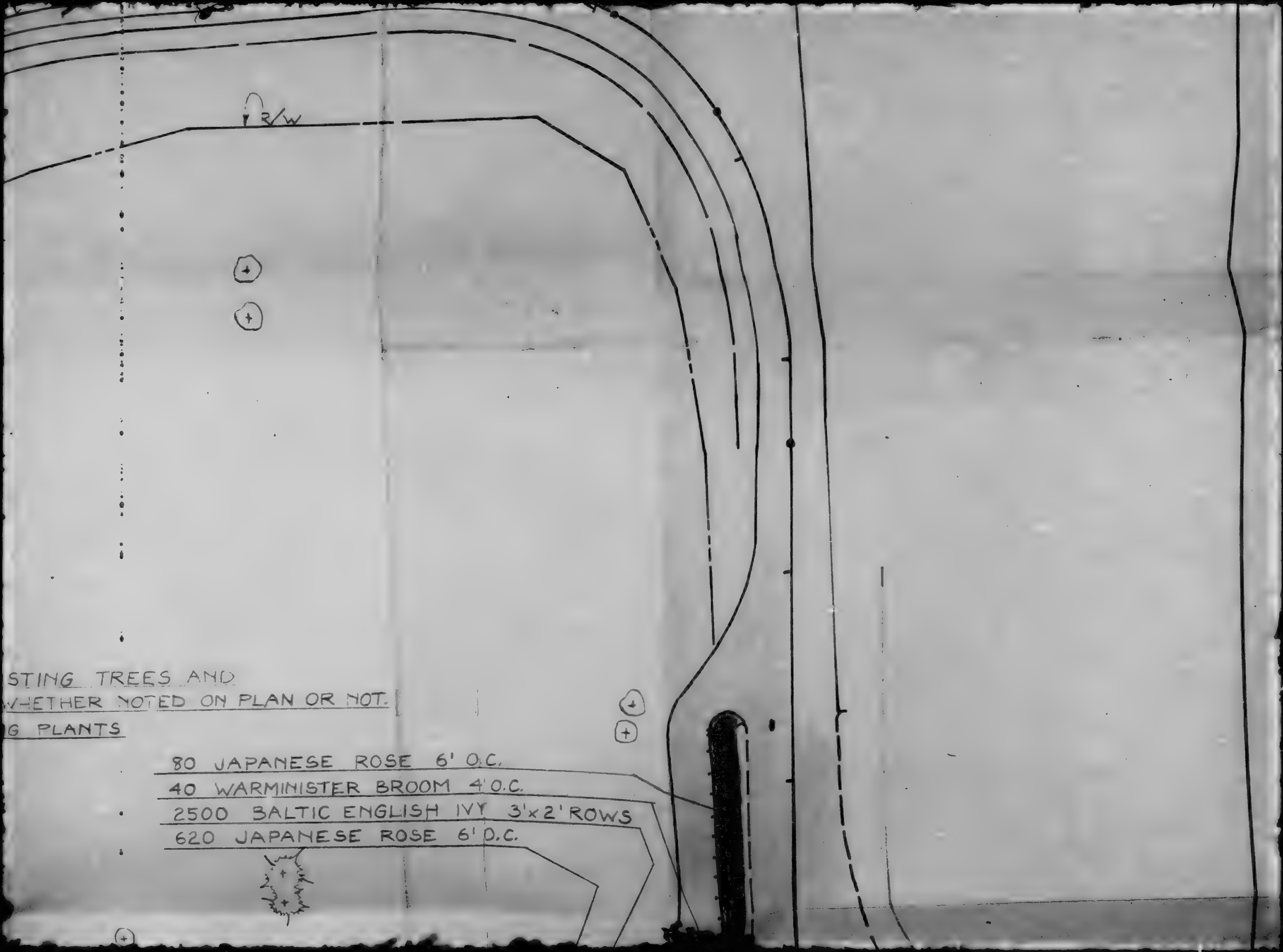
122ND AVE. RAMP UNIT 92ND AVE. - FAIRVIEW SECTION T.H. BANFIELD EXPRESSWAY MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SCALE IN FEET





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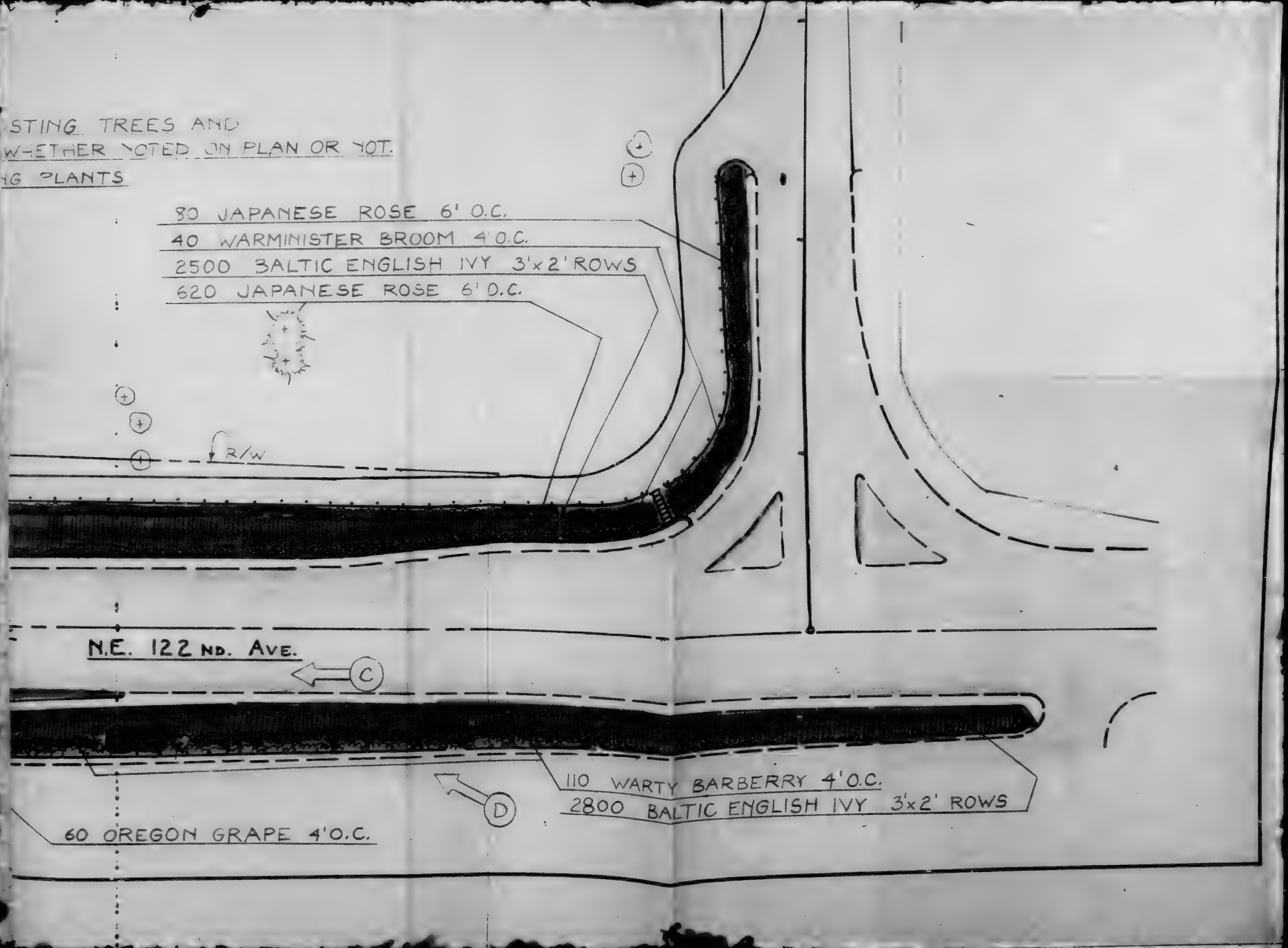
80 JAPANESE ROSE 6' O.C.
40 WARMINISTER BROOM 4' O.C.
2500 BALTIC ENGLISH IVY 3'x2' ROWS
620 JAPANESE ROSE 6' O.C.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620 JAPANESE ROSE 6' O.C.
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N.E. 122 ND. AVE.
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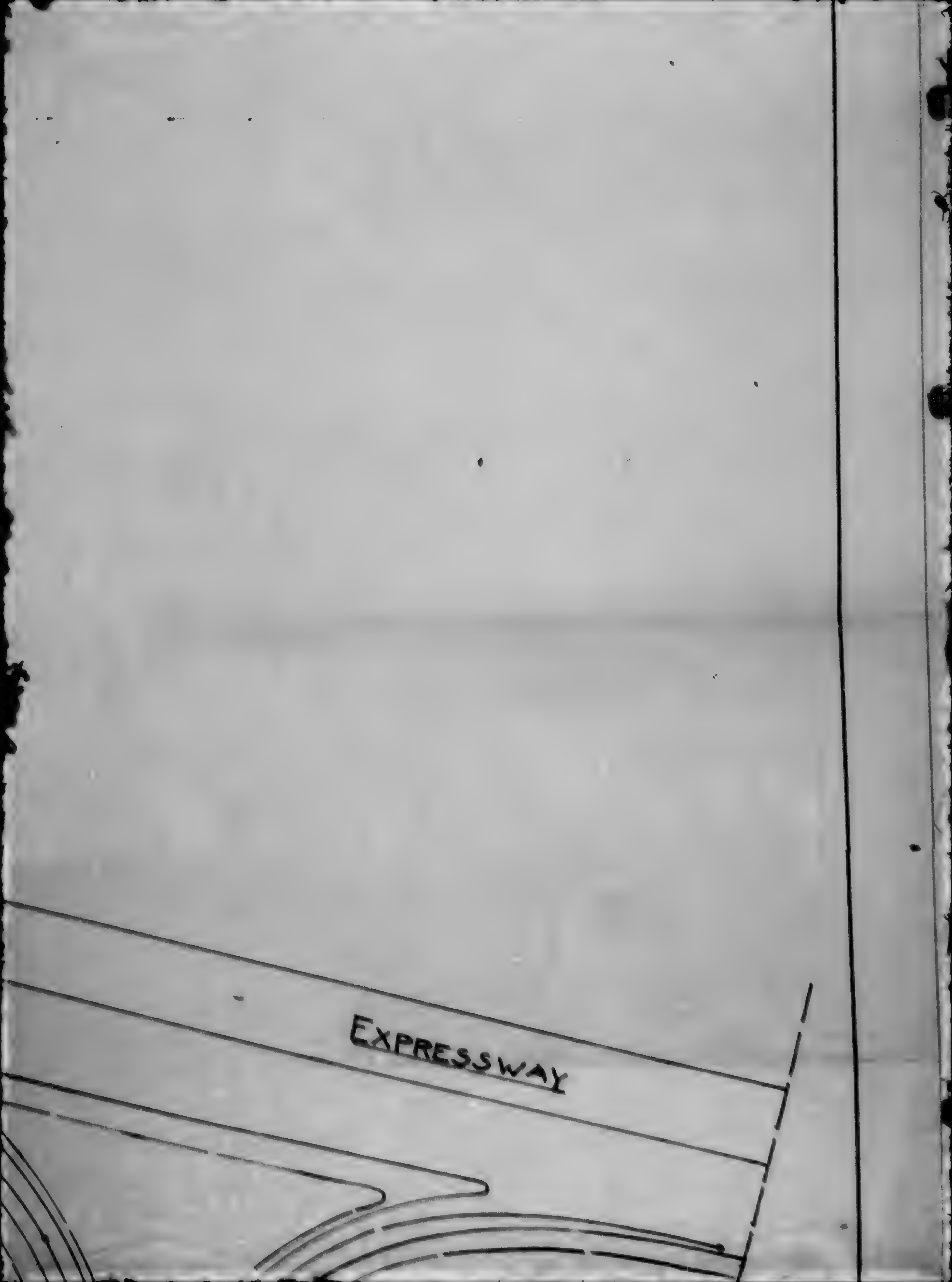
D
110 WARTY BARBERRY 4'O.C.
2800 BALTIC ENGLISH IVY 3'x2' ROWS
60 OREGON GRAPE 4'O.C.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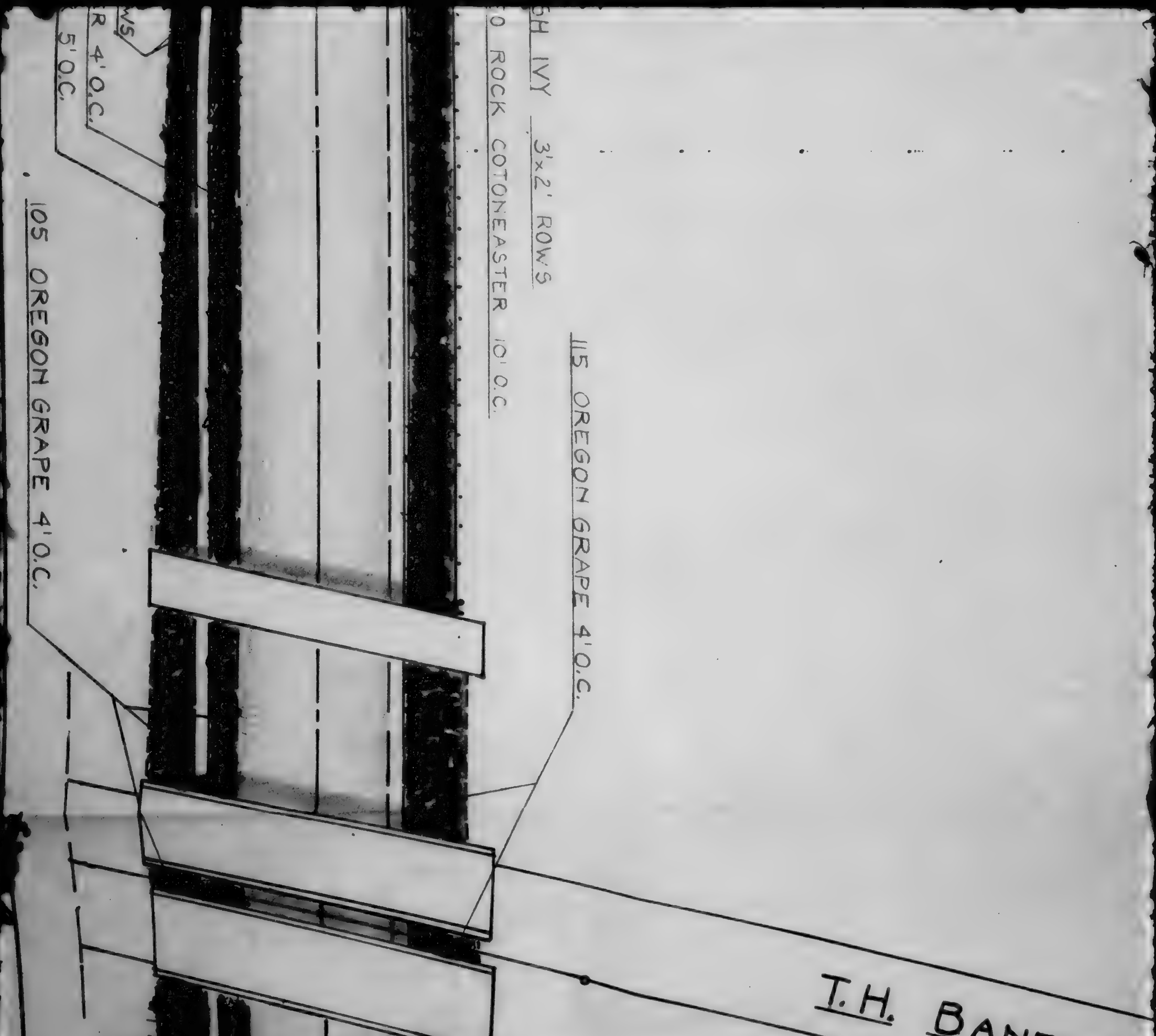
WS
R 4' O.C.
5' O.C.
105 OREGON GRAPE 4' O.C.
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0 ROCK COTONEASTER 10' O.C.
115 OREGON GRAPE 4' O.C.
T.H. BANFIELD
5 SHORE PINE
10 WARTY BARBERRY 4' O.C.
6 COMMON DOUGLAS F
8 SIBERIAN DOGW
6 SHORE PINE
8 SIBERIAN DOG
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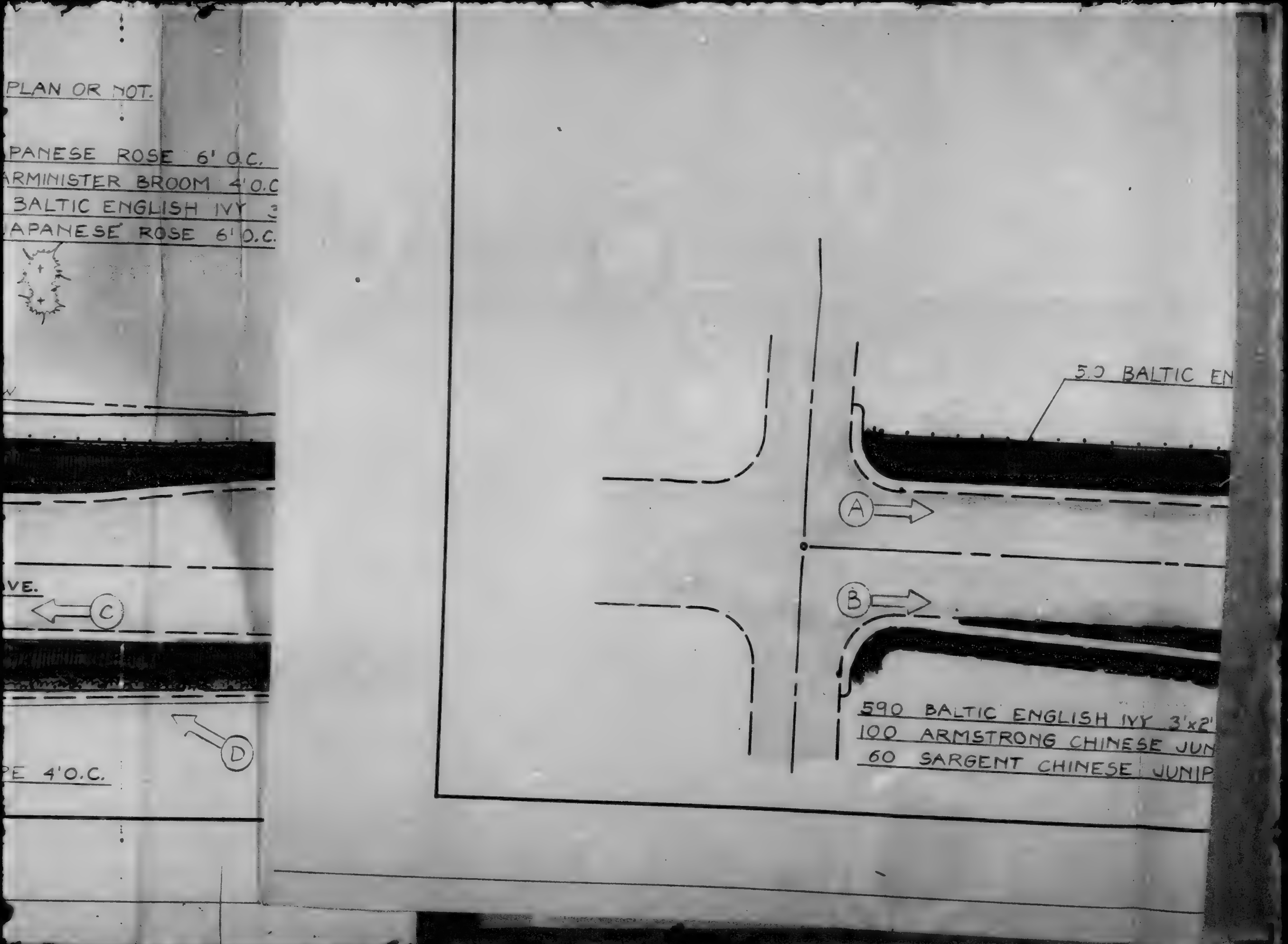

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NOV 3, 1972

GEO. M. BALDWIN
HIGHWAY DIVISION ADMINISTRATOR
135 STATE HIGHWAY BLDG
SALEM, OREGON

DEAR MR. BALDWIN:

I REPRESENT THE MAJORITY OF PEOPLE LIVING NEAR AND PASSING BY 122nd AVE AND THE AREA UNDER THE FREEWAY TO FREMONT STREET. THIS AREA IS AN EYE SORE WITH WEEDS AND GRASS THROUGHOUT THE SUMMER. I HAVE CONTACTED THE DIRECTOR OF PUBLIC WORKS; MR. ROBERT L. NORDLANDER, HE GAVE A GROUP OF US PERMISSION TO PLANT IVY OR A GROUND COVER IN THIS AREA. WE GOT A GROUP TOGETHER FOR THE PROJECT BUT FOUND THAT WITHOUT FUNDS TO FIRST CLEAR THE WEEDS OR SPRAY THEM; IT WOULD BE USELESS TO PLANT THE IVY.

I THEN SPOKE TO DAVE TALBOT OF THE OREGON STATE PARK BEAUTIFICATION DEPT. HE IN TURN REFERRED TO CURTIS BAKER AND ROY OLSEN OF THE LANDSCAPE DEPT. I SPOKE TO MR OLSEN AND HE SUGGESTED I WRITE TO YOU. I HAVE TAKEN PICTURES OF THIS AREA BUT HAVEN'T HAD THEM DEVELOPED AS YET. I AM WRITING NOW IN CASE MR OLSEN SPOKE TO YOU AND YOU WOULD THEN HAVE IT FRESH IN YOUR MIND. I WILL SEND THE PICTURES OF THE AREA LATER.

I WOULD APPRECIATE YOUR CONSIDERATION OF THIS PROBLEM. OUR FIRST CHOICE OF COURSE WOULD BE TO HAVE IT ALL DONE PROFESSIONALY BY THE HIGHWAY DEPT, BUT OUR SECOND CHOICE WOULD BE TO HAVE THE AREA CLEARED SO THAT WE COULD THEN GO IN AND PLANT THE IVY. WE JUST WANT THE AREA BEAUTIFIED TO GO ALONG WITH THE THE VEEW OF THE MOUNTAINS , THE APPROACH TO A LOVELY RESIDENTIAL AREA. I AM SURE IF YOU TOOK A FIRST HAND LOOK AT WHAT I AM SPEAKING OF, YOU WOULD BE IN FULL ACCORD.

THANK YOU AND HOPE TO HEAR FROM YOU. I WILL BE GONE UNTIL NOV 14.

Mrs Farago

MRS. A.S. FARAGO
13532 N.E. KLICKITAT COURT
PORTLAND, OREGON 97230

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NOV 6 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

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DEC 14 1972
FOR FILING

12-11-72

7915

OREGON STATE HIGHWAY
DIVISION
122nd Avenue Interchange
N.E. 117th Avenue-Sundial Road Section
Columbia River Highway
Multnomah County
ESTIMATE OF COST

TABULATION SHEET
SHEET .... OF .... SHEETS

Revised December 11, 1972

	ITEM	UNIT	NET	ALLOW.	TOTAL	UNIT COST	TOTAL COST
1	Temp. Protect & Dir. of Traffic	L.S.	All		All	L.S.	2,500.00
2	Furnishing & Placing Topsoil	Cu.Yd.	200	20	220	6.00	1,320.00
3	Furnishing & Planting Trees	One	17	3	20	30.00	600.00
4	Furnishing & Planting Shrubs	One	1,249	51	1,300	7.00	9,100.00
5	Furnishing & Planting Vines	One	8,280	320	8,600	.60	5,160.00
6	Bark Mulch	Unit	50	5	55	40.00	2,200.00
7					TOTAL		$20,820.00
8			Anticipated Items:				
9				Flagging			200.00
10					SUBTOTAL		$21,080.00
11					Eng. & Cont. 14-1/2%		3,056.60
12					GRAND TOTAL		$24,136.60
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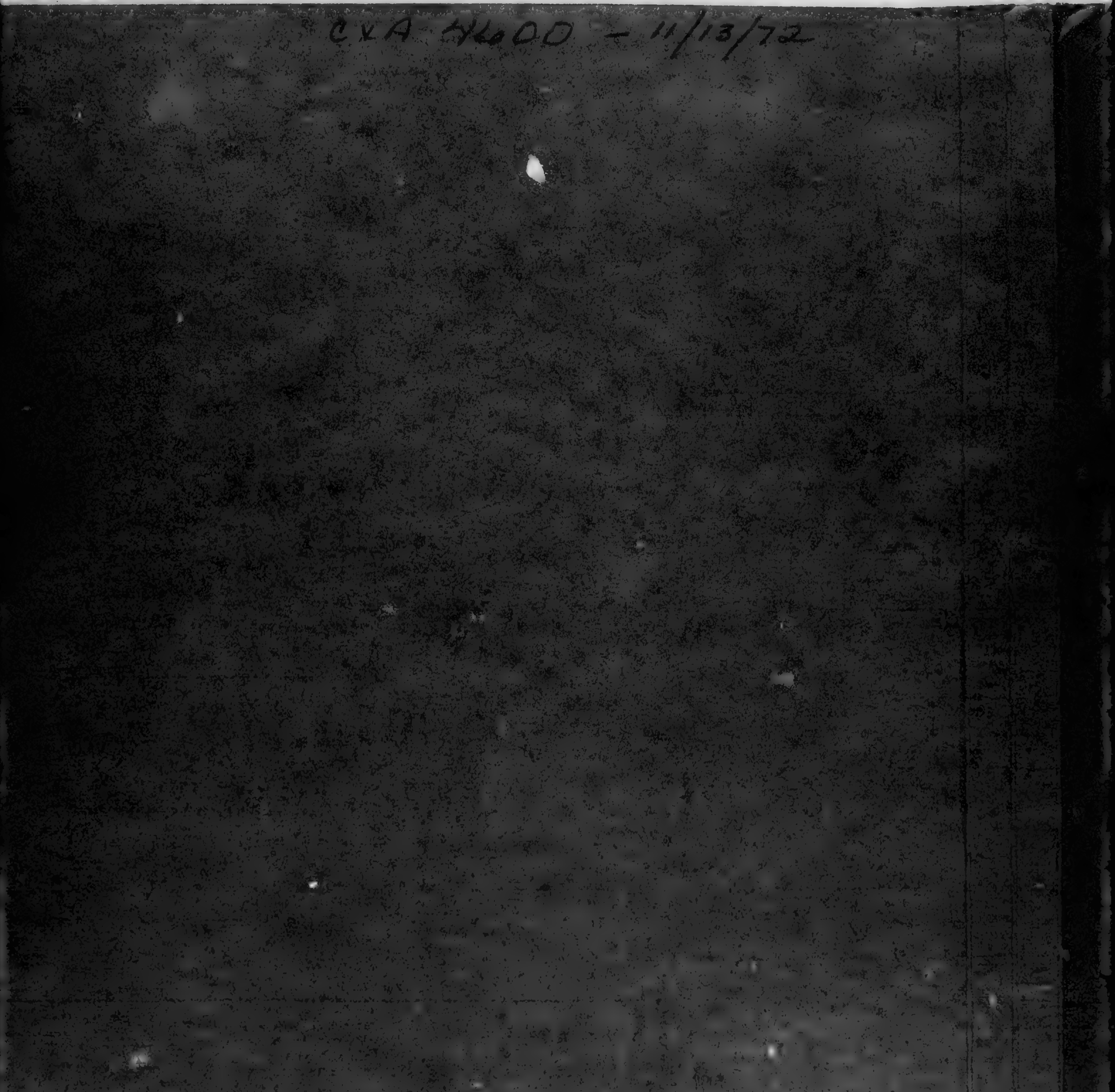
NOTED
E. S. HUNTER

7917 4th St.-5th St.(Grants Pass) 1973
Sec. of Bridge St.
(Grading and paving)

CXA 4600 - 11/13/72



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OREGON STATE
HIGHWAY DIVISION

FORM A-180 (REV. 1-73)

HIGHWAY DIVISION INVOICE

NO. 118693

DATE: 1/23/76

BILLING REQ. NO.: cc 1546

YOUR ORDER NO.:

CREDIT DISTRIBUTION

17-0601-299	- $ 906.20
17-0603-299	- 12,559.03

CODE: GRANTSP

City of Grants Pass
Attn: Roy W. Norton, Public Works Director
214 SW 4th Street
Grants Pass, Oregon 97526

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: TOPICS Project T-5012(1) 4th Street-5th Street Section Bridge Street City of Grants Pass			
Covered by agreement dated 11/9/72 Contract No. 7917			
CLR-DT FILE 501201			
City's chare per attached statement		$13,465.23	
Advance deposit		10,000.00	
BALANCE DUE FROM CITY			$ 3,465.23
Attached itemized statement			

RECEIVED
COUNTY & CITY SECTION
JAN 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ OPE ☐ CE ☑ RE ☐ RPE ☐

T.

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
[illegible]

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Grants Pass
214 SW 4th Street
Grants Pass, OR 97526

Attention of Mr. Roy W. Norton
Public Works Director

Request No. (assigned by staff engineer or head of section) cc 1546

Date January 22, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-5012(1)
4th Street-5th Street Section
Bridge Street
City of Grants Pass

Covered by agreement dated 11/9/72
Contract No. 7917

Itemized Statement: CLR-DT FILE 501201

Advance Deposit $10,000

Quantity	Unit	Description	Unit Price	Amount
		City's share per attached statement	$13,465.23	
		Advance deposit	10,000.00	
		BALANCE DUE FROM CITY		3,465.23
		(Attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 10,000

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

17-0601-299	$ 906.20
17-0603-299	$12,559.03

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Regional Engineer

RECEIVED
COUNTY & CITY SECTION
[illegible] 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☒ CE ☐ RE ☐ RPE ☐

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section ★

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 22, 1976

CITY Grants Pass **Contract No.** 7917 **Date Completed** 6/11/74

PROJECT # I-5012(1) **Section** 4th Street-5th Street

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST	
Payments to Contractor	$46,695.13	
SFO#2 Permanent traffic lines	383.94	
SFO#3 Credit for excess drainage material	(189.00)	
Construction Engineering	7,958.85	
Equal Opportunity Program Expense	115.41	
Interest Paid to Contractor	76.85	
Preliminary Engineering	3,972.00	
Total Project Cost	$59,013.19	
Federal Aid funds collected	35,430.83	
Balance	$23,582.36	
Items in which FHWA did not participate:		
Payment to Contractor	189.00	
Interest Paid to Contractor	76.85	
SFO#3 Credit for excess drainage material	(189.00)	
Construction engineering	3,269.85	
Equal Opportunity Program Expense	1.41	3,348.11
Amount to be shared by State and City		$20,234.25
City's share per agreement dated 11/9/72:		
50% of $20,234.25	$10,117.12	
100% of Non-participating items	3,348.11	
	$13,465.23	
City's advance deposit - 9/7/73	10,000.00	
BALANCE DUE FROM CITY	$ 3,465.23	

Reference: **Billing Form** cc 1546

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(FPM 30-6)

O. VOUCHER NO. Final Voucher

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*

ADDRESS
Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-5012(1)

VOUCHER PERIOD: 9-21-71 TO 5-16-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
[illegible]	$55,465.08	63.88%	$35,430.83	$35,430.83	$0.00	

RECEIVED DIVISION OFFICE BY DATE

CHECKED AUDIT BY DATE

PASSED FOR PAYMENT BY DATE

REMARKS

Oregon

$0.00

V. E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	4th St. - 5th St (Grants Pass) Section					
	Josephine County					
	Preliminary Engineering					
	Type Code PE					
	✓Preliminary Engineering	All Required			$ 3,972.00	
	Total Preliminary Engineering Cost				3,972.00	
	Construction					
	Type Code 6203					
	Roadway (Sta. 14+82.73 to Sta. 20+50)(Contr. 7917)					
	✓Final Contract Payment Summary	Lump Sum			46,506.13	
SFO	#2 Permanent Traffic Lines	All Required			383.94	
	Total Construction Cost				46,890.07	
	Construction Engineering					
	✓State	All Required			4,689.01	
	Misc. Project Costs					
	✓Equal Opportunity Program Expense	All Required			114.00	
	Total Participating Cost				55,665.08	
	Nonparticipating Items					
	✓Final Contract Payment Summary	Lump Sum			189.00	
	✓Interest paid to contractor	all Required			76.85	
✓SFO	#3 Credit for excess drainage Mtl.	All Required			(189.00)	
	✓Construction Engineering	All Required			3,269.85	
	✓Equal Opportunity Program Expense	All Required			1.41	
	Total Nonparticipating Cost				3,348.11✓	
	Total Cost				$59,013.19✓	
	Prefix					
	17-0601 $3,972.00					
	17-0603 $51,693.08					
	AMOUNT CARRIED FORWARD.					

TION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
		TOT	P1			1,801.43	
		** JOB TOTALS **		**	**	1,801.43	**
		5012(1)					S
5TH STRS-BRIDGE STREET	CONT NO P.E.	FA PROJ NOS T ~~512001~~ 100					
	017 0601	296	00 N 9		1.82	2,528.18CR	
	017 0601	298	00 N 9		1.82CR	2,528.18	
	017 0601	900	00 P 1		1.86CR		
	017 0601	900	00 N 1		.09		
	017 0601	901	00 P 1		1.70	1,332.36	
	017 0601	901	00 N 1		.07		
	017 0601	905	00 P 1		6.34CR	1,492.11	
	017 0601	905	00 N 1		6.34		
	017 0601	909	00 P 1			370.2[illegible]	
	017 0601	910	00 P 1			191.84	
	017 0601	914	00 P 1		.82CR	2.42	
	017 0601	914	00 N 1		.82		
	017 0601	915	00 P 1			2.00	
	017 0601	920	00 P 1		2.53CR	13.97	
	017 0601	920	00 N 1		2.53		
	017 0601	921	00 P 1		7.20CR	526.33	
	017 0601	921	00 N 1		7.20		
	017 0601	922	00 P 1			40.69	
		TOT	P1		17.05CR	3,972.00	
		TOT	N1		17.05		
		** JOB TOTALS **		**	**	3,972.00	**
		5012(1)					STR
ST-5TH ST (GRANTS PAS.)	CONT NO 7917 *	FA PROJ NOS T ~~512001~~ 100					
	017 0603	201	00 P 1			46,506.13	
	017 0603	201	00 N 1			189.0[illegible]	
	017 0603	206	00 N 1			76.85	
	017 0603	278	02 P 1			383.94	
	017 0603	290	03 N 1			189.00CR	
	017 0603	296	00 N 9		956.65CR	32,902.65CR	
	017 0603	298	00 N 9		956.65	32,902.65	
	017 0603	900	00 P 1		3,138.56CR	4,6[illegible]8.29	
	017 0603	900	00 N 1		3,138.56	3,[illegible]9.87	
	017 0603	921	00 P 1			.72	
	017 0603	921	00 N 1			.02CR	
	017 0603	985	00 P 1			114.00	
	017 0603	985	00 N 1			1.41	
		TOT	P1		3,138.56CR	51,693.08	
		TOT	N1		3,138.56	3,348.11	
		** JOB TOTALS **		**	**	55,041.19	**
							STR
THOSE L-NE F NE9TH	CONT NO 8115 =	FA PROJ NOS T 512003 100					
	017 0604	201	00 P 1	[illegible]	[illegible]	[illegible]	

FINALED FA PROJECTS

FAP No.	Contr. No	Prefix	Description	FA Funds	Date
FG-176(20)	—	24-1087	Liberty & Commercial Sts. (Salem) RR Xings	$ 17,746.71	1-21-76
I-5-9 (75)	7547	617-1074	6th St. @ Morgan Lane (Grants Pass)	22,462.06	"
I-5-5(54)	7692	624-1083	Market St. Interch.	21,353.72	"
I-ENGY-(1)	—	—	Modification of Speed Limit Signs (I)	10,819.63	"
RF-ENGY-(1)	—	—	" " " " " (RF)	4,925.10	"
RS-ENGY-(1)	—	—	" " " " " (RS)	1,004.91	"
T-5010 (8)✓	7949	20-0609	Franklin Blvd. @ 11th Ave. (Eugene)	33,552.29	"
T-5012 (1)✓	7917	17-0601	4th St. - 5th St. (Grants Pass)	35,430.83	"
T-5018 (2)✓	7705	17-0603 36-0603	2nd St. - 3rd St. (McMinnville)	20,463.48	"
T-5019 (4)✓	7912	15-0606	City Wide Traf. Signals (Medford)	13,706.99	"
T-5026 (1)✓	—	10-0601	City of Roseburg (Urban Area)	3,219.08	"

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 9-16-75

.O. VOUCHER NO. Final Voucher

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-5012(1)

VOUCHER PERIOD: 9-21-71 TO 9-16-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$59,013.19	$55,665.08	63.65%	$35,430.83	$35,430.83	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	4th St. - 5th St (Grants Pass) Section					
	Josephine County					
	Preliminary Engineering					
	Type Code PE					
	Preliminary Engineering	All Required			$ 3,972.00	
	Total Preliminary Engineering Cost				3,972.00	
	Construction					
	Type Code 6203					
	Roadway (Sta. 14+62.73 to Sta. 20+50)(Contr. 7917)					
	Final Contract Payment Summary	Lump Sum			46,506.13	
SPO	#2 Permanent Traffic Lines	All Required			383.94	
	Total Construction Cost				46,890.07	
	Construction Engineering					
	State	All Required			4,689.01	
	Misc. Project Costs					
	Equal Opportunity Program Expense	All Required			114.00	
	Total Participating Cost				55,665.08	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump Sum			189.00	
	Interest paid to contractor	all Required			76.85	
SPO	#3 Credit for excess drainage Mtl.	All Required			(189.00)	
	Construction Engineering	All Required			3,269.85	
	Equal Opportunity Program Expense	All Required			1.41	
	Total Nonparticipating Cost				3,348.11	
	Total Cost				$59,013.19	
	Prefix					
	17-0601 $3,972.00					
	17-0603 $51,693.08					
	AMOUNT CARRIED FORWARD.					

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-I

Summary of Completed Federal Aid Work

4th St-5th St. (Grants Pass) Section

T-5012(1)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Preliminary Engineering	P.E.	$ 3,972.00	$ 2,528.18	---
Roadway (Sta. 14+82.73 to Sta. 20±50)	6203	55,041.19	32,902.65	0.11 Mile
	Total	$59,013.19	$35,430.83	0.11 Mile

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR

PAYEE

Copeland Paving, Inc. ✓
P.O. Box 608
Grants Pass, OR 97526

VOUCHER DATE: 5-5-75

TOTAL AMOUNT: $ 1,262.23

WARRANT NUMBER

CONTRACT NO.: 7917 ✓

ESTIMATE NO.: 6 PF ✓

PERIOD COVERED: to 6 -10-74 ✓

APPROVED: 5-7-75

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ______________________________ certify that I am ______________

______________________________ that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

FORM 81-734-1020X

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81 734-1020

COUNTY: JOSEPHINE ✓
HIGHWAY: CITY STREET (BRIDGE ST) ✓
SECTION: 4TH ST-5TH ST (GRANTS PASS) ✓
CONTRACT NO: 7917 ✓
ESTIMATE NO: "9"
FEDERAL AID PROJECT NO: T 5012001 ✓
PREFIX NO'S:

NO	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	IP REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	3500.0000	100.000	3500.00	3500.00	
002	IP GENERAL EXCAVATION	LUMP SUM	4000.0000	100.000	4000.00	4000.00	
003	IP TRENCH EXCAVATION	CU YDS	6.6500	100.900	670.99	670.99	
004	IP FURNISHING AND PLACING TOPSOIL	CU YDS	5.0000	141.720	708.60	708.60	
005	IP CLASS B ASPHALT CONCRETE	TONS	12.0000	1,624.430	19493.16	19493.16	
006	IP CLASS C ASPHALT CONCRETE	TONS	12.0000	394.610	4735.32	4735.32	
007	IP 12-INCH SEWER PIPE	LIN FT	6.0000	271.000	1626.00	1626.00	
008	IP CONCRETE INLETS, TYPE CG	ONLY	240.0000	1.000	720.00	720.00	
010	IP CONCRETE CURBS, TYPE A	LIN FT	3.6000	991.000	3567.60	3567.60	
011	IP CONCRETE CURBS, TYPE B-1	LIN FT	3.5000	242.000	847.00	847.00	
012	IP ADJUSTING MANHOLES	ONLY	150.0000	4.000	600.00	600.00	
	PRICE AGREEMENT ITEMS						
30101	IP CL A CONC IN DRIVEWAYS	SQ YDS	9.0000	100.960	908.64	908.64	
30102	IP GRADING OF DRIVEWAYS	LUMP SUM	57.0000	100.000	50.00	50.00	
30201	IP MODIFIED CONCRETE	SQ YDS	7.6000	430.770	3273.65	3273.65	
30301	IP ADD MISC EXTRA SIDEWALK BI 9	LUMP SUM	397.5000	100.000	397.50	397.50	
30401	IN PURCHASE DRAINAGE MATL GRADING	LUMP SUM	189.0000	100.000	189.00 N	189.00	
[illegible]501	IP REVISED FORMWORK	LUMP SUM	60.0000	100.000	60.00	60.00	
[illegible]01	IP LIQ ASPHALT IN EXCESS.OF CONTRACT QUAN	TONS	33.3300	33.150	1104.89		1104.89
[illegible]602	IP DIESEL IN EXCESS OF CONTRACT QUAN	GAL	.1460	1,078.000	157.39		157.39
	FORCE ACCOUNT ITEMS						
801	IP FLAGGING 94001				85.19	85.19	

Type Code	"P" Constr. Cost	"N" Constr. Cost	Total Cost
6203	$46,506.13	$ 189.00	$ 46,615.13

GROSS RETAINAGE	
TREASURER DEPOSIT	
• NET RETAINAGE	

DATE: 05 02 75 PU. 01 7917
PREVIOUS VOUCHER NO: 38780
CHECKED BY: JP:ON
ENGINEER OR AUDITOR: W.H. Maude

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	46609.96	45347.66	1262.28
- % RETAINED ON CONTRACT ITEMS	-	-	-
FORCE ACCOUNT	85.19	85.19	
TOTAL PAYMENTS	46,696.13	45,432.85	1,262.28

1311

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-15-75

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 9-15-75	REPORT MADE BY Dick Schimelfenyg, Engr Trainee		PROJECT NO. T-5012(1)
COMPLETION DATE 6-11-74	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED 85 %	CONTRACT TIME 75 cwd
APPROVED EXTENSIONS None	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
SEP 16 1975
Washington

4TH STREET-5TH STREET ON
BRIDGE STREET (GRANTS PASS)
Grading and Paving

Final inspection was conducted on 7-11-74 by T. P. Lowe, Area Engineer in company with Glen Clark and Bill Maude, OSHD. At the time of final inspection the project had not been accepted by the city, but on 1-14-75 the city did accept the project and assumed responsibility for maintenance.

RECEIVED
1975
Office of
Assistant State Highway Engineer
9-17-75
asy Const.

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner
TITLE Area Engineer	DATE 9-15-75	TITLE District Engineer DATE SEP 16 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

REGIONAL FILE COPY

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD A — *To be completed by Washington Headquarters Personnel* 2 – 4 | 5 – 8 | 9 – 12 | 13 – 15 | 16 – 18 | 19 – 22 | 23 – 24 | 25 – 27 | 28 – 30 | 31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon

COUNTY: Josephine

FEDERAL PROJECT NO.: T-5012(1)

URBAN (X)
RURAL ( )

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
A		CONSTRUCTION TYPE CODES		6201	
A	20	FINAL CONSTRUCTION COST	DOL.	44,557	
A	21	LENGTH OF PROJECT	MILES	0.11	

DATE STARTED: Sept. 20, 1973

DATE COMPLETED: June 11, 1974

TOTAL NO. BRIDGES:

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	707	20,456

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	16,037	
B	9	PETROLEUM PRODUCTS	GAL.	4,813	
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.		
C	92	AGGREGATES PURCHASED	CU. YD.	821.5	
C	3	BITUMINOUS MATERIAL	GAL.		
C	4	LUMBER	THSD BD. FT.		
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.	130	
D	8	STRUCTURAL STEEL	LB.		
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.	139	
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	2,019	
E	15	AGGREGATES PRODUCED	TON		
E	95	AGGREGATES PRODUCED	CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.	3	
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.		
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	DESCRIPTION	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT		
J	13	CONCRETE PIPE	12	271
K	14	CLAY PIPE AND DRAIN TILE		
L	25	CORR. ALUMINUM CULVERT		
M	26	CAST IRON PIPE		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CARD G: 48 – 52 | 53 – 61 | 62 – 70

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in [illegible]ection with Items 17, 18, 19, 23 and 24 should not b[illegible]orted unless difficulties are encountered in segregating such quantities from total quantit[illegible]

FORM PR-47 (REV. (10-72)

GPO 937-978

7917

August 27, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. T-5012(1)

FROM C. T. Kessey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7917, Work Completed June 11, 1974

Project 4th St. - 5th St. (Grants Pass)

Highway City Street (Bridge St.)

County Josephine

Acceptance: Transportation Commission January 22, 1975

Federal Highway Administration July 11, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DL:bz

cc: Richard Hacek
R. D. Church

7917

R

May 9, 1975

United Pacific Insurance Co.
Fidelity and Surety Dept.
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $1,262.28 will be made to Copeland Paving, Inc., on Contract No. 7917 for work on the 4th Street-5th Street Section in Grants Pass, Josephine County, as soon as the warrant is prepared.

The total amount paid on this contract will be $46,695.13 including the post-final payment. Of the total $85.19 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Copeland Paving, Inc.
P. O. Box 608
Grants Pass, OR 97526

C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Alfred Shirley

7917

March 10, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 24, 1975, we wrote to you concerning release of final payment on Contract No. 7917 awarded to Copeland Paving, Inc., for work on 4th and 5th Streets in Grants Pass (Bridge Street) in Josephine County.

Final payment on this contract is $3,340.95 and the total contract amount is $45,432.85 including $83.19 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Copeland Paving, Inc.
P. O. Box 608
Grants Pass, OR 97526

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Steeck Electric No. 7912	4th Street at Bartlett St., Medford, Jackson County	January 22, 1975
Gary Baker Contractor No. 7955	Campbell Bridge-Beaverton Farmington, Washington County	January 22, 1975
Copeland Paving, Inc. No. 7917	4th St.-5th St., Bridge St. Grants Pass, Josephine County	January 22, 1975
Klamath Paving Co. No. 8062	Campus Drive OTI (Klamath Falls) Bikeway, Klamath County	January 23, 1975
Stan Schnell No. 8061	Willow Creek Bridges, County Roads 723 & 729, Gilliam County	January 23, 1975
McCain and McCain No. 8045	Oswald West State Park Clatsop & Tillamook Counties	January 27, 1975
Hamilton Construction Company No. 8027	New Idaho School Loop, FAS 19-106 & 19-107, Lake County	January 27, 1975
Steeck Electric No. 7911	Garden Valley Road at BLM Access (Roseburg) FAS 800 Douglas County	January 28, 1975
Central Oregon Pavers, Inc. No. 8017	Ochoco Creek (Prineville) Bikeway, Crook County	January 30, 1975
Kelly F. White Company No. 7988	N.E. 122nd Ave.-Sandy River & S.W. Spring Garden St.-S. Tigard Interchange, Multnomah and Washington Counties	February 13, 1975

Hughes & Ladd- Hughes & Ladd, Inc. No. 7563	East Unit, Pendleton-Emigrant Hill, Old Oregon Trail Umatilla County	February 19, 1975
Aichele Landscaping, Inc. No. 7929	Mary S. Young State Park Oswego Highway, Clackamas County	February 19, 1975
Ross Bros. Construction, Inc. No. 7966	Woahink Lake (Canary Road) FAS 226, Lane County	February 19, 1975
Neil Van Zyle Inc. No. 7992	Milo McIver State Park Clackamas County	February 19, 1975
Hamilton Construction Company No. 8004	Tualatin River (Golf Course Road) Bridge, FAS 631 Washington County	February 19, 1975
Aichele Landscaping, Inc. No. 7829	Gladstone Interchange-West Linn Interchange, East Portland Freeway, Clackamas County	February 19, 1975
W. H. Gregory No. 7942	Modoc Point (Units C & D) The Dalles-California Klamath County	February 20, 1975

February 24, 1975

Administrator and State Highway Engineer

7917

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 20, 1975

Transportation
TO Oregon State XXXXXXX Commission

FROM F. B. Klaboe
State Highway Engineer

Copeland Paving, Inc
SUBJECT **4th Street-5th Street (Grants Pass)**
Contract No. 7917
Request for Authorization Increase

This was a small city TOPICS project involving about one block of new connecting street with intersections on each end and with curbs, drainage, and sidewalks which required several changes as the job was built.

As completed, the project shows an overrun of $6,816.25, or 14.95%. The contingency funds would have taken care of the accumulation of smaller added work items and modifications. The main reason for the excessive overrun is an apparent error in the contract quantity of the asphaltic concrete item. The base design is of deep asphaltic concrete 9 inches in thickness, and this item overran 524 tons. The contract price was $12 per ton, so this item accounts for almost $6,300 increase in the project cost.

Your approval of an increase of $6,816.25 to a new total project authorization of $52,405.00 is requested.

This item will be on the agenda for your February 26 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
Alfred Shirley, Jr.
Jack Graham
Gary Sund

JAB:fr ms

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 18, 1975

FILE: CON 5 #7917

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: 4th St. - 5th St. (Grants Pass)
Contract No. 7917
Overrun Request

This project was completed in June of 1974, but acceptance from the City was secured only last month. In preparing the final estimate release, we found that an excessive money overrun had occurred and the field had overlooked submitting the necessary request for additional funding.

This was a small city topics project involving about one block of new connecting street with intersections on each end and with curbs, drainage and sidewalks which required several changes as the job was built. As completed, the project shows an overrun of $6,816.25, or 14.95 percent. The contingency funds would have taken care of the accumulation of smaller added work items and modifications. The main reason for the excessive overrun is an apparent error in the contract quantity of the AC item. The base design is of deep AC (9 inches of Class B) and this item overran 524 tons. The contract price was $12.00 per ton, so this item accounts for almost $6,300 increase in the project cost.

E-372 forms and a rough draft letter to the Transportation Commission requesting a new total project authorization of $52,405.00 are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
FEB 19 1975
Office of
Assistant State Highway Engineer

7317

STATE COPY

MONTHLY TRANSACTION NUMBER 2-23	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 10	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Josephine
MODIFICATION NUMBER 2	(PPM 21-7) 1-22-75	PROJECT NUMBER T-5012(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 2, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 47,797	$ 54,165
Federal Funds	$ 37,353	$ 34,476
Other revisions		

This modification is made for the following reasons:

Changes in bid item quantities & approved price agreements and correction of federal aid pro rate to 63.65%.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of January, 1975.

Oregon State Highway Division
(Official name of Highway Department)

By E S Hunter

Assistant State Hwy. Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal Aid Project
No. T-5012(1)

4TH ST.-5TH ST. (GRANTS PASS) SECTION

GRANTS PASS CITY STREET IN JOSEPHINE COUNTY

Salem, Oregon, January 17, 1975

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 3,975.00

Type Code 6203
Roadway (Sta. 14+82.73 to 20+50)

Removal of Structures and Obstructions	All Required		3,500.00
General Excavation	All Required		4,000.00
Trench Excavation	100.9 cu.yds.	6.65	670.98
Furnishing and Placing Topsoil	141.72 cu.yds.	5.00	708.60
Class "B" Asphalt Concrete	1,624.43 tons	12.00	19,493.16
Class "C" Asphalt Concrete	394.61 tons	12.00	4,735.32
12-inch Sewer Pipe	271 lin.ft.	6.00	1,626.00
Concrete Inlets, Type CG	3 only	240.00	720.00
Concrete Walks	0		- -
Concrete Curbs, Type A	991 lin.ft.	3.60	3,567.60
Concrete Curbs, Type B-1	242 lin.ft.	3.50	847.00
Adjusting Manholes	4 only	150.00	600.00
			$ 40,468.66

Additional Items

Flagging (State Share)	All Required		$ 84.80
Permanent Pavement Striping	All Required		383.94
Temporary Erosion Control	All Required		- -
Electrical and Irrigation Conduits	All Required		- -
PA 1 Class "A" Concrete in Driveways	100.96 sq.yd.	9.00	908.64
PA 1 Grading Driveways	Lump Sum		50.00
PA 2 Modified Concrete Sidewalk	430.77 sq.yd.	7.60	3,273.85
PA 3 Extra Grading	Lump Sum		397.50
PA 5 Misc. Formwork	Lump Sum		60.00
			$ 5,158.73

Subtotal	$ 45,627.39
10% Engineering	4,562.61
Total	$ 50,190.00

Length of Project - - - - - 0.11 Mile

Cost of Roadway Per Mile - $456,272.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 3,975.00	$ 2,530.00	$ 722.50	$ 722.50
Roadwork	50,190.00	31,946.00	9,122.00	9,122.00
Total	$54,165.00	$34,476.00	$9,844.50	$ 9,844.50

Group 1 - 100%

Contract No. 7917

Prefix: 17-0601 P.E.
17-0603 Cont.

7917 STATE COPY 5

MONTHLY TRANSACTION NUMBER 9-36	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Josephine
MODIFICATION NUMBER 1	(PPM 21-7) 9-17-73	PROJECT NUMBER T-5012(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 2, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,000	$ 47,797
Federal Funds	$ 1,900	$ 37,353
Other revisions Pro Rata	63.55%	78.15%

This modification is made for the following reasons: to include contract work and additional provisions: Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on July 27, 1971.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of September, 19 73.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

By D. V. Smith
// G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-889

Oregon State Highway Division

Federal Aid Project
No. T-5012(1)

4TH ST.-5TH ST. (GRANTS PASS) SECTION

GRANTS PASS CITY STREET IN JOSEPHINE COUNTY

Salem, Oregon, September 7, 1973

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code 6203
Roadway (Sta. 14+82.73 to 20+50)

Removal of Structures and Obstructions	All Required		$ 3,500.00
General Excavation	All Required		4,000.00
Trench Excavation	110 cu.yds.	6.65	731.50
Furnishing and Placing Topsoil	105 cu.yds.	5.00	525.00
Class "B" Asphalt Concrete	1,100 tons	12.00	13,200.00
Class "C" Asphalt Concrete	380 tons	12.00	4,560.00
12-inch Sewer Pipe	360 lin.ft.	6.00	2,160.00
Concrete Inlets, Type CG	5 only	240.00	1,200.00
Concrete Walks	500 sq.yds.	6.70	3,350.00
Concrete Curbs, Type A	1,090 lin.ft.	3.60	3,924.00
Concrete Curbs, Type B-1	290 lin.ft.	3.50	1,015.00
Adjusting Manholes	4 only	150.00	600.00
			$ 38,765.50

Additional Items

Flagging (State Share)	All Required		$ 250.00
Permanent Pavement Striping	All Required		200.00
Temporary Erosion Control	All Required		100.00
Electrical and Irrigation Conduits	All Required		500.00
			$ 1,050.00
	Subtotal		39,815.50
	10% Engineering		3,981.50
	Total		$ 43,797.00

Length of Project - - - - - - 0.11 Miles

Cost of Roadway Per Mile- - - $371,018.18

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 4,000.00	$ 3,126.00	$ 437.00	$ 437.00
Roadwork	43,797.00	34,227.00	4,785.00	4,785.00
Total	$47,797.00	$37,353.00	$ 5,222.00	$ 5,222.00

Group 1 - 100%

Contract No. 7917

Prefix: 17-0601 P.E.
17-0603 Cont.

STATE COPY

Form Approved; O.M.B. No. 04-R2089 5

MONTHLY TRANSACTION NO. 2 - 27	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 2-2-73	COUNTY Josephine
		PROJECT NO. T-5012(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street (Grants Pass) Bridge St. from 4th St. to 5th St.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING Field Work	9-29-71	0.13
RIGHTS-OF-WAY		▨
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,000	Pro Rata 63.55% $ 1,900

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By DLYoung for E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

for By Valach
G. L. Green
(Division Engineer)

Date executed by Division Engineer FEB 2 1973

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. T-5012(1)

4TH ST.-5TH ST. (GRANTS PASS) SECTION

CITY STREET IN JOSEPHINE COUNTY

Salem, Oregon, January 26, 1973

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 3,000.00
	Total	$ 3,000.00

Length of Project - - - - - - - - - 0.13 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 3,000.00	$ 1,900.00	$ 550.00	$ 550.00
Retain in Program				
P.E. (PS & E Prep.)	1,000.00	600.00	200.00	200.00
Contract Work				
Grade & Pave	52,000.00	33,000.00	9,250.00	9,250.00
Total	$56,000.00	$35,500.00	$10,250.00	$10,250.00

Group 1 - 100%

Prefix 17-0601

7917

CON-5-7917

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 21, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
For C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7917, Work Completed June 11, 1974

Project 4th St. - 5th St. (Grants Pass)

Highway City St. (Bridge St.) County Josephine

Type of Work Grading and Paving

Contractor Copeland Paving, Inc.

Recommended Acceptance Date January 22, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher

APPROVED
for Klaboe
STATE HIGHWAY ENGINEER
DATE: 1-23-75

1/24 letter written

#7917 [illegible] 7

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

RECEIVED
STATE HWY ENGR
JUL 17 74
REFER TO Hunter
FOR
Info | Invs | J/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

CC Wolfe 4-25-71

NOTED
F. B. KLABOE

DATE July 12, 1974

TO Memo to File

Glen L Clark

FROM GLEN L. CLARK, Regional Traffic Engineer

SUBJECT Meeting with Grants Pass City Council
(Noon Work Session)

At the invitation of Mr. Roy W. Norton, Director of Public Works, the writer attended the subject meeting, July 11, 1974. Mr. Tom Lowe, FHA, and Mr. William Maude, Resident Engineer, also attended.

The 4th-5th Street Bridge Street TOPICS project was Number One on the agenda. The City has withheld their letter of acceptance of the project due to the operation of the 4th and Bridge Street Intersection.

7917

Two weeks ago, Mr. Norton and the writer met and, at the City's insistence, the striping was modified. Mr. Norton stated he would then accept the project.

The council discussed various possibilities such as island configuration changes, island elimination, speed zones, signing with advisory speed riders, change in superelevation, etc. Each was commented on by the writer, and it was indicated that this was a local City street section not designed for high speed traffic and that to provide for such would require extensive redesign. It was implied that, given a reasonable time, the locals would have no serious problem adapting to the design.

2.7.8.1

The second item involved the recurring request for some method of preventing "wrong-way" movements on North Sixth Street (Redwood Highway) in the vicinity of the North Grants Pass Interchange where extensive tourist facilities have been developed.

A plan for mountable curbed channelization prepared by the Highway Division was in the hands of the council. The writer explained that we had exhausted the additional signing method of resolving this problem and that more drastic measures must be considered if the movements are to be prevented.

Fea 7-8-1 HP.

The third item was the possible elimination of the northbound movement on Sixth Street, south of the Caveman Bridge in the vicinity of East and West Park Streets. Three plans had been proposed and each was reviewed. The cost of one plan favored was $3,000. The writer stated that this would be a worthwhile project, and we would share the cost of the project. We had hedged in earlier correspondence by adding the phrase, "if funds were available."

Mr. Robert Mack, City Manager, on behalf of the council, asked that I relay the following information to Mr. Klaboe:

Con 19-1 4h. Pass 28

1. That the City (and Josephine County) wished us to know that the third bridge across the Rogue was their top priority.

acc 7-1 Dist 8

2. That the reason that it did not show up on the Council of Governments' list was that the $9,000,000 rumored cost exceeded the Region's total bond allocation.

3. That, in fact, the Council of Governments' list was not prioritized.

The writer promised to so advise Mr. Klaboe.

GLC/ks

cc F. B. Klaboe
L. E. George
George Thornton
William Maude

#7217

STATE COPY

7-11-74

8

U.S. RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

~~WASH DC (HHO-32)~~
OSHD (Coulter
(Check appropriate box)

☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Josephine	DIVISION Oregon
IN COMPANY WITH Glen Clark and Bill Maude, OSHD			
DATE OF INSPECTION 7/11/74	INSPECTION MADE BY T. P. Lowe, Area Engineer Original Signed by T. P. LOWE		PROJECT NO. T-5012(1)
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED % 85	WORK COMPLETED % 100

RECEIVED
JUL 29 1974
Office of
Assistant State Highway Engineer

COPY SENT
JUL 25 1974
Washington

7-29-74
Cy Coret.

4th STREET-5th STREET on BRIDGE STREET (GRANTS PASS) Grading and Paving

1. Scope of Inspection:

I attended a Grants Pass City Council luncheon during which the Council discussed operational problems of the new project. Following the luncheon a brief review of the completed work was made.

2. Recommendations:

The project is completed in substantial conformance with the contract. Most of the traffic during high density periods is local commuter traffic. Several vehicles have failed to negotiate the right curve of the new alignment and run onto the raised island. These erratic maneuvers are apparently due to the lack of superelevation in the curve. Mr. Clark, using a ball-bank indicator, determined the safe speed in the curve at 15 MPH. Mr. Clark told the Council he thinks the erratic maneuvers will decrease as the local traffic become familiar with the new geometry.

Several corrective measures were explored such as replacing the raised island with a painted island and reducing the nose of the left turn bay. It was generally concluded that each of the solutions discussed had adverse properties that may be worse than the existing situation. The matter was not resolved.

The City did not indicate if they will accept the project as constructed. Apparently the City feels the construction is in accordance with the contract. Their objection is that initial operational problems indicate some corrective work is necessary. The City did not make any specific recommendations. The State's Traffic Engineer, Mr. Clark, did not recommend any corrective work.

NOTED
H.S.COULTER

3. Conclusion:

The new roadway geometry has resulted in a minor initial operational problem. This problem may disappear as local traffic becomes familiar

(n

with the new geometry. All corrective measures considered may have other adverse effects on traffic operations which could be more severe than the existing situation.

As stated above, the project is built in accordance with the approved plans and specifications. Therefore I recommend acceptance as built.

Before final acceptance is made it is necessary that the City accept the project and assume maintenance per their agreement with the State.

7917

STATE COPY

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 21, 1974

TO G.L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. T-5012(1)

FROM Terrace Gallagher
for C.T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7917, Work Completed June 11, 1974

Project 4th St.-5th St. (Grants Pass)

Highway City Street (Bridge St.)

County Josephine

We request that your office return a signed copy of this letter indicating acceptance or list condititions which would prevent your final acceptance of the contract work.

Acceptance Date July 11, 1974

fr G. L. Green
Diyision Engineer

RECEIVED
STATE HWY ENGR
AUG 1 '74
REFER TO
Onty Conetir
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7917

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 4th St. - 5th St. (Grants Pass)

WEEK ENDING: June 15, 1974

SECTION PREFIX: 17-0603

HIGHWAY: City Street (Bridge St.

COUNTY: Josephine

NAME OF JOB: 4th St. - 5th St. (Grants Pass)

KIND OF WORK: Grading & Paving

CONTRACTOR: copeland Paving Inc.

CONTRACT NUMBER: 7917

FEDERAL AID PROJECT NUMBER: T-5012(1)

DATE OF CONTRACT: September 7, 1973

DATE WORK STARTED: September 20, 1973

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 75

CALENDAR DAYS USED 63½

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 85%

PROJECT AUTHORIZATION: $45,588.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

EXCLUSIVE OF ENGINEERING: $41,607.20

ENGINEERING AUTHORIZATION $3,981.55

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $41,607.20

ENGINEERING COST TO DATE $6,000.00

DATE PROJECT WAS COMPLETED: June 11, 1974

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . ____%

PERCENT OF AUTHORIZATION . . . . . 151 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	1000	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11				0.11
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.11				0.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%				1,480
TOTAL QUANTITIES CORRECTED TO DATE	100%				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Loader
1 Dump truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Sunny & Warm	1		
MONDAY 10	Sunny & Warm	1		
TUESDAY 11	Sunny & Warm	1		Project complete
WEDNESDAY 12	Sunny & Warm	0		Project Completed 6/11/74
THURSDAY 13	Sunny & Warm	0		
FRIDAY 14	Sunny & Warm	0		
SATURDAY 15	Sunny & Warm	0		

RECEIVED
JUN 17 1974
CONSTRUCTION
SECT. [illegible]

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Cleanup.
TUESDAY	Cleanup. Project completed.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed on June 12, 1974. This is the last weekly report for this project

J.I. Wilson was over project Tuesday.

SIGNED ____________________ LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#1917

S

STATE COPY

Jo 13
Grants Pass

FORM PR-33A
(REV. 3-68)

OSHD (Coulter)
Region
Wash DC

10-4-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Josephine	Division Oregon
Date of Inspection 10/4/73	Inspection Made By T. P. Lowe, Area Engineer		Project No. T-5012(1)

In Company With
Keith Martin and Bill Maude, OSHD

COPY SENT
OCT 19 1973
REGIONAL OFFICE

Location
S.W. Bridge Street between 4th and 5th Street in Grants Pass.

Contractor Name and Address
Copeland Paving, Inc., Grants Pass

Award Date 9/7/73	Contract Amount 38,765.00	Time Allowed 75 work days	Time Started 9/19/73	Work Started 9/17/73
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 24 %	Work Completed 30	

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Roadway	6203	0.107	9	9	44

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

BRIDGE STREET (GRANTS PASS)
Grading and Paving

1. **Scope of Inspection**

This was a brief field inspection to determine the status of construction.

2. **Project Description**

The project will provide the realignment of Bridge Street between 4th and 5th.

3. **Findings**

The Resident Engineer advised that more city utilities are being encountered than had been anticipated. So far minor field modifications have solved the utility modification problems.

(more)

NOTED
H.S. COULTER

10-22-73
Coulter
cy Young

EEO and subcontract requirements have not been complied with. The Resident advised that this matter has been brought to the contractor's attention along with the possibility of withholding progress payment until compliance is achieved. It is expected the matter will be rectified in the near future.

The Resident advised that the City had two accesses to adjacent property owners in the right of way negotiations. The plans do not show any accesses. Also the State Maintenance Yard will need access.

The City is negotiating with landowners to eliminate the accesses indicated in their right of way negotiations. Should the City be unsuccessful it may be necessary to construct curb openings under a P.A. At that time careful scrutiny will be given to the proposed access with respect to capacity and safety on this high volume city street.

7917

5

September 17, 1973

Copeland Paving, Inc.
P. O. Box 608
Grants Pass, Oregon 97526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7917 for work on 4th St.-5th Street in Grants Pass, Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Encl.

cc United Pacific Insurance Co.
Suite 600
700 N.E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

C. T. Keasey
Walt Hart
L. H. Young Attn: Vince Gallagher
Alfred Shirley
B. E. Brown

7917

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1973

Mr. Roy W. Norton
Public Works Director
City Hall
Grants Pass, Oregon 97526

RE: TOPICS Project T-5012(1)
4th St.-5th St. Section
Bridge Street

Dear Roy:

This will acknowledge receipt of the City of Grants Pass' check in the amount of $10,000, which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded today.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer

RHB:lat

bc: R. L. Schroeder
L. H. Young
A. Shirley, Jr.

RECEIVED
SEP 7 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

7917

5

September 7, 1973

Copeland Paving, Inc.
P. O. Box 608
Grants Pass, Oregon 97526

Gentlemen:

The Oregon Transportation Commission on August 29, 1973, accepted your proposal for work on the 4th Street-5th Street Section on Bridge Street in the City of Grants Pass in Josephine County in the amount of $38,765.50 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Grants Pass and the Federal Highway Administration is received, and the sum of $10,000 is deposited by the City.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 1917.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 19, 1973.

Very truly yours,

C. W. Mead, Manager
ADMINISTRATIVE SERVICES

mm
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

C. T. Keasey	Alfred Shirley
Walt Hart	B. E. Brown
L. H. Young	William Geibel (SAIF)
Attn: Vince Gallagher	

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

L H Young

FROM L. H. Young
Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of August 29, 1973 is requested in the award of contract for the 4th St.-5th St. (Grants Pass) Section, Project No. T5012(1).

The contractor receiving the award is Copeland Paving Inc., in the amount of $38,765.50, with Contract No. 7917 assigned. This bid was received on August 23, 1973 and awarded on September 7, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date SEP 10 1973

I concur in the award.

G.L. Green
Division Engineer

NOTED
R. N. CHASE

791-7

-5

bc: R. L. Schroeder
L. H. Young
A. Shirley, Jr.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

~~GEORGE M. BALDWIN~~
~~Administrator of Highways~~

August 23, 1973

Mr. Roy W. Norton
Public Works Director
City Hall
Grants Pass, Oregon 97526

RE: TOPICS Project T-5012(1)
4th St.-5th St. Section
Bridge Street

Dear Roy:

Bids were opened today for construction of the subject project. The apparent low bid was submitted by Copeland Paving, Inc., of Grants Pass.

The anticipated project cost based on the low bid is as follows:

Contractor's bid		$38,765.50
Anticipated additional items		
Flagging	250	
Temporary Erosion Control	100	
Electrical & Irrigation Conduits	500	850.00
		39,615.50
Engineering & Contingencies (14½%)		5,744.50
		45,360.00
Estimated preliminary engineering to date		4,640.00
ESTIMATED TOTAL PROJECT COST		$50,000.00
CITY'S ADVANCE DEPOSIT: 20% of $50,000		$10,000.00

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $10,000) payable to the Oregon State Highway Division and FORWARD IT TO Mr. H. S. Cox, County & City Engineer, State Highway Division, Salem 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer

NOTED
R. L. SCHROEDER

RECEIVED
AUG 24 1973
Office of
Assistant State Highway Engineer

RHB:lat

JOPICS

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

GRANTS PASS

OWNER: OREGON STATE HIGHWAY DEPARTMENT

PROJECT NO.: 10

4TH ST. - 5TH ST. (GRANTS PASS) SECTION OF
BRIDGE ST. IN GRANTS PASS, JOSEPHINE COUNTY

DATE: JUNE 28, 1973

PAGE 1

Copeland Paving, Inc.
G Pass

36,552 ^{50}

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Pemoval of Structures & Obstructions	1	3,500	3500	
	L.S. General Exc.	2	4,000	4000	
110	C.Y. Trench Exc.	3	6^{65}	731^{50}	
105	C.Y. Furnishing & Placing Topsoil	4	5	525	
1,100	Tons Cl. "B" Asphalt Concrete	5	12	13,200	
380	Tons Cl. "C" Asphalt Concrete	6	12	4,560	
360	L.F. 12-inch Sewer Pipe	7	6	2,160	
5	Only Concrete Inlets, Type CG	8	240	1,200	
500	S.Y. Concrete Walks	9	6^{70}	3350	
1,090	L.F. Concrete Curbs, Type A	10	3^{60}	3924	
290	L.F. Concrete Curbs, Type B-1	11	3^{50}	1015	
4	Only Adjusting Manholes	12	150	600	
			$38{,}765^{50}$	✓	
			36552^{50}		
			2213		

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BOND WITH SAFECO

S-1370 4/73

4TH ST.-5TH ST. (GRANTS PASS) SECTION

CITY STREET

JOSEPHINE COUNTY

FAP No. T-5012(1)
0.11 mile Grading and Paving

Bids Received August 23, 1973

1.	Removal of Structures and Obstructions	All Specified		$ 300.00
2.	General Excavation	All Specified		6,000.00
3.	Trench Excavation	110 cu.yds.	6.00	660.00
4.	Furnishing and Placing Topsoil	105 cu.yds.	4.50	472.50
5.	Class "B" Asphalt Concrete	1,100 tons	12.00	13,200.00
6.	Class "C" Asphalt Concrete	380 tons	12.50	4,750.00
7.	12-inch Sewer Pipe	360 lin.ft.	5.50	1,980.00
8.	Concrete Inlets, Type CG	5 only	200.00	1,000.00
9.	Concrete Walks	500 sq.yds.	7.00	3,500.00
10.	Concrete Curbs, Type A	1,090 lin.ft.	3.30	3,597.00
11.	Concrete Curbs, Type B-1	290 lin.ft.	1.70	493.00
12.	Adjusting Manholes	4 only	150.00	600.00
			For Comparison of Bids	$ 36,552.50

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 36,552.50	38,765.50
Anticipated Additional Items:			
Flagging (State Share)	250.00		
~~Permanent Pavement Striping~~	~~200.00~~		
Temporary Erosion Control	100.00		
Electrical & Irrigation Conduits	500.00	1,050.00	1850
		$ 37,602.50	39,615.50
Contingencies (4-1/2%)		1,692.11	
Engineering (10%)		3,760.25	5744.50
Estimated Net Authorization, Constr.		$ 43,054.86	45,360.00
Est. PE TO date			4640
			$ 50,000

AD. Dep. 10,000.

8-23-73
Phoned Roy Norton with above info.
B

Oregon State Highway Division

Federal Aid Project
No. T-5012(1)

4TH ST.-5TH ST. (GRANTS PASS) SECTION

GRANTS PASS CITY STREET IN JOSEPHINE COUNTY

Salem, Oregon, August 22, 1973

Revised P.S. & E. Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code 6203
Roadway (Sta. 14+82.73 to 20+50)

Removal of Structures and Obstructions	All Required		$ 300.00
General Excavation	All Required		6,000.00
Trench Excavation	100 cu.yd.	6.00	660.00
Furnishing and Placing Topsoil	105 cu.yd.	4.50	472.50
Class B Asphalt Concrete	1,100 ton	12.00	13,200.00
Class C Asphalt Concrete	380 ton	12.50	4,750.00
*12-inch Sewer Pipe	360 lin.ft.	5.50	1,980.00
Concrete Inlets, Type CG	5 only	200.00	1,000.00
Concrete Walks	500 sq.yd.	7.00	3,500.00
Concrete Curbs, Type A	1,090 lin.ft.	3.30	3,597.00
Concrete Curbs, Type B-1	290 lin.ft.	1.70	493.00
Adjusting Manholes	4 only	150.00	600.00
			$36,552.50

Add Items

Flagging (State Share)	All Required	$ 250.00
Permanent Pavement Striping	All Required	200.00
Temporary Erosion Control	All Required	100.00
*Electrical and Irrigation Conduits	All Required	500.00
		$ 1,050.00
	Subtotal	$37,602.50
	10% Engr. & Cont.	3,759.50
	Total	$41,362.00

Length of Project - - - - - - 0.11 miles
Cost of Roadway per mile - - $371,018.18

Summary of Funds

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 4,000.00	$ 2,542.00	$ 729.00	$ 729.00
Roadwork	41,362.00	26,244.00	7,559.00	7,559.00
Total	$45,362.00	$28,786.00	$8,288.00	$8,288.00

Group 1 100%

Contract No.

Prefix 17-0601

U.S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-27-73

FEDERAL AID PROJECT NO.: T-5012(1)

STATE PROJECT NO.: 4TH ST.- 5TH ST. SECTION (GRANTS PASS)

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-60

COUNTY NAME: JOSEPHINE

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED: MAY 15, 1973

DATE AUTHORIZATION EFFECTIVE: MAY 15, 1973

FEDERAL ROUTE NUMBER: TOPICS

STATE ROUTE NUMBER: CITY STREETS

GENERAL LOCATION:

CITY OF GRANTS PASS

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $250.00, PERMANENT PAVEMENT STRIPING $200.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
CONTRACTOR'S FLAGGING $250.00
PERMANENT PAVEMENT STRIPING $200.00
TEMPORARY EROSION CONTROL $100.00

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
R. D. ESBI[illegible]

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUL 30 73
REFER TO Hunt
FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE: 7-27-73

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Glenn

8-1-73

File No. M-68

PERMIT OF ENTRY

For 4th St.-5th Street TOPICS project T-5012 (1)

WHEREAS, the State of Oregon, by and through its State Highway Commission is the owner in fee simple of the Grants Pass Maintenance Station described in attached Exhibit "A" and located at 4th and Bridge Streets in Grants Pass, Oregon.

WHEREAS, the State of Oregon, by and through its State Highway Commission, finds it necessary and desirable to grant a Permit of Entry to the City of Grants Pass onto the parcel of land described in Exhibit "A" with the following conditions:

1. Access is reserved at the present location during the State's occupancy.
2. State will continue to pay sewer, water, and other utilities.
3. State will keep in force liability, property damage, and fire insurance.

Signed for the State of Oregon

John W. Sheldrake

John W. Sheldrake, Region III Maintenance Engineer

Al Brown

Al Brown for Property Management

Accepted for the City of Grants Pass;

Robert [illegible], City Manager

Title

5/16/73

Date

RECEIVED
COUNTY & CITY SECTION
JUN 18 1973
☐ ENGR. ☑ COOR. ☐ JE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

M-68
1R-1-346

1.-584 (2-72)

OREGON STATE HIGHWAY DIVISION

RIGHT OF WAY DESCRIPTION

Prepared by SEH, 3-22, 1973; checked by ADP, 3-22, 1973; finaled by JS, 3-26, 1973.

Purchase ( ) Sale (X) Lease ( ) [Easement ( ) for]

USE: R/W ( ) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) (Other)

Owner State of Oregon, by and through its State Highway Commission

Fourth Street - Fifth Street Section, Bridge Street Highway.

File M-68

1035
107

A parcel of land lying in Lot 1, Block A, H. B. MILLER & COMPANY'S NEW ADDITION TO THE TOWN OF GRANTS PASS, Josephine County, Oregon; the said parcel being that portion of said Lot 1 lying Southerly of a line parallel with and 30 feet Southerly of the center line of Bridge Street which street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 14+00, said station being 129.08 feet North and 554.07 feet West of the intersection of the center lines of S.W. Fifth Street and Bridge Street; thence South 89° 54' 30" East, 82.73 feet; thence on a 238.73 foot radius curve right (the long chord of which bears South 62° 21' 15" East) 229.62 feet; thence South 34° 48' East, 58.92 feet to Engineer's center line Station 17+71.27.

The parcel of land to which this description applies contains 1.0 acre, more or less.

MAR 27 1973

RECEIVED
COUNTY & CITY SECTION
JUN 18 1973
☐ ENGR. ☐ C.O.R. ☐ JE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

cc: J. R. OAKES
R. N. CHASE
J. E. CNIDSEY
C. G. SWENSON
A. SHIRLEY Jr.

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5012(1)

Project Name 4th Street-5th Street

Section, Bridge Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☐ Additional right-of-way will not be required for this project.

☐ There has been no displacement of persons from residences, farms, or businesses; or

☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. (Will be paid by June 30, 1973.)

☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing. (Will be paid

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Grants Pass, Oregon,

this 6th day of June, 1973.

City of Grants Pass

Gordon Christiansen
Mayor

Recorder

RECEIVED
COUNTY & CITY SECTION
JUN - 8 1973
☐ ENGR. ☑ COOR. ☐ .E ☑ P.E ☑ UE
☐ UPE ☑ CE ☐ RE ☐ UPE ☐

R/W File No. M-68

7917

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 22, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
June 21 Bid Letting

Bids will be taken June 21 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project:

1. Rice Hill-North Oakland Junction Section
Pacific Highway, Douglas County
Grade, Pave and Sign Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

   The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

2. McKenzie River-Sutherlin Section
Pacific Highway, Lane and Douglas Counties
Grade, Pave, Guardrail and Concrete Barrier Safety Project

   Same as No. 1.

3. Baldock Safety Rest Area
Pacific Highway, Clackamas County
Utility Improvement Project

   Footpaths or bicycle trails are not incorporated

in this project as no new highway construction, reconstruction or relocation is involved.

4. Arlington-Idaho Line Section
Columbia River and Old Oregon Trail Highways, Five Counties
Grade, Pave, Guardrail and Concrete Barrier
Safety Project

Same as No. 1.

5. Seventh Avenue-Willamette River Section
Eugene-Springfield Highway, Lane County
Roadside Improvement Project

Same as No. 3.

6. Multnomah Falls-John Day River Section
Columbia River Highway, Four Counties
Grade, Pave, Guardrail and Concrete Barrier
Safety Project

Same as No. 1.

7. S. Fork Malheur River-Malheur Caves Road Section
Steens Highway, Harney County
Grade and Pave Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. 4th Street at Bartlett Street (Medford) Section
City Street, Jackson County
Signal Project

Same as No. 3.

9. 4th Street-5th Street (Grants Pass) Section
Bridge Street. Josephine County
Grade and Pave Project

Sidewalks will be constructed as part of this project. By City ordinance, bicycles may be

ridden on sidewalks outside of the downtown core area.

10. West City Limits-Mason Street (Sheridan) Section
    FAS 907, Yamhill County
    Grade, Pave and RR Signal Project

    Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 3(a), which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one percent equals $250 or less."

11. Ruggles Road-Liberty Road Section
    FAS 669, Sherman County
    Grade and Pave Project

    Same as No. 7.

12. 2nd Street-South Railroad Boulevard (Redmond) Section
    FAS 926, Deschutes County
    Grade, Pave and RR Signal Project

    Footpaths and bike trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(c), which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails."

    Sidewalks are planned for this street by the City at a later date.

13. Left Hand and Parrish Creek Bridges
    FAS 318, Wheeler County
    Structure Project

    Same as No. 7.

14. Grande Ronde River (Stanley Lane) Bridge Section
    FAS 31-114, Union County
    Structure Project

    Same as No. 7.

15. Grande Ronde River (Hull Lane) Bridge Section
    FAS 31-112, Union County
    Structure Project

    Same as No. 7.

16. Campbell Bridge-Beaverton Section
    Farmington Highway, Washington County
    Paving and Bikeway Project

    A bikeway will be provided from S. W. 209th to Beaverton along this highway. The remaining section does not include a footpath or bicycle trail as the cost of establishment would be excessively disproportionate to need or probable use.

17. Modoc Point (Units "C" and "D") Section
    The Dalles-California Highway, Klamath County
    Grade and Pave Project

    Same as No. 7.

18. Mt. Vernon (Ingle Street and Riverside Street) Section
    Grant County
    Grade and Pave Project

    Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

    Due to the anticipated lack of use and the short length of this project, the construction of footpaths and bike trails would not be practical.

19. Garden Valley Road at BLM Access (Roseburg) Section
    FAS 800, Douglas County
    Traffic Signal Project

    Same as No. 3.

20. Duniway Park-Barbur Boulevard (Portland) Bikeway Section
S. W. Terwilliger Boulevard, Multnomah County
Grade, Pave and Structure Project

This is the first unit of a fully separated bikeway constructed through a lineal park which parallels S. W. Terwilliger Boulevard.

21. Walker Avenue-Tolman Creek Road (Ashland) Bikeway Section
Rogue Valley Highway, Jackson County
Grade and Pave Project

This project provides a fully separated bikeway from the Southern Oregon College area to Bellview Elementary School along Siskiyou Boulevard.

22. Rickreall-Monmouth Bikeway
Pacific Highway West, Polk County
Grade, Pave and Structure Project

This project provides for a separated bikeway from the City of Monmouth to Rickreall Junction.

These items will be on the agenda for the May 29 meeting and your approval is recommended.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Gary Sund

JDM:jp ja

TELEPHONE: 470-6041

214 S.W. 4TH ST.

CITY OF GRANTS PASS
CITY HALL + FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

RECEIVED
MAY 14 1973
ROSEBURG R/W

Mr. Al Brown
P.O. Box 1128
Roseburg, Oregon 97470

Re: TOPICS Project T-5012(1)
4th & Bridge St. Section
Bridge Street

Dear Mr. Brown:

The City Council of Grants Pass considered the latest offer of the Highway Commission to sell the maintenance station site in Grants Pass as an entire parcil for $30,000. At this time the council has informally agreed to pay to the Highway Commission the amount of $30,000 for the parcil described on assessors maps as TL6800, 36-5-18DC. The maintenance station operation could continue to operate at the 4th & Bridge Street location until relocation was possible. The earliest date for formal action by the council will be May 16, 1973. It would be the intention of the city to proceed with the purchase so that all arrangements could be made by June 30, 1973.

Very truly yours,

Roy W Norton

Roy W. Norton
Public Works Director

RWN:gg

Send copy
to B. Mack
& explain
situation
See files

RECEIVED
COUNTY & CITY SECTION
MAY 30 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7917

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 1, 1973

Mr. Roy W. Norton
Public Works Director
City Hall
Grants Pass, Oregon 97526

Re: TOPICS Project T-5012(1)
4th St.-5th St. Section
Bridge Street

Dear Mr. Norton:

The Federal Highway Administration granted location/design approval for the subject project on April 27, 1973.

You are now authorized to proceed with acquisition of the right-of-way required for the project.

Attached are two copies of a right-of-way and utilities certificate. When you have completed the right-of-way acquisition, please fill out the form and submit one copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Att.

bc: R. L. Schroeder
J. B. Boyd
L. H. Young
A. Shirley, Jr.

NOTED
R. L. SCHROEDER

RECEIVED
MAY 1 1973
Office of
Assistant State Highway Engineer

7917

5

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-27-73

F AL AID PROJECT NO.: T-5012(1)

STATE PROJECT NO.: 4TH ST. - 5TH ST.

COUNTY NAME: JOSEPHINE

PROGRAM NO.:

ITEM NO.: T-60

PROGRAM STAGE *(Check)* ☐ 1. ☒ 2.

FROM:

G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTED
A. E. JOHNSON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE APRIL 27, 1973	FEDERAL ROUTE NUMBER PRIMARY TYPE 2
		STATE ROUTE NUMBER CITY STREETS

GENERAL LOCATION:

CITY OF GRANTS PASS

GENERAL DESCRIPTION OF WORK:

LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH PARAGRAPH 10 OF PPM 20-8 IS GIVEN EFFECTIVE APRIL 27, 1973 AND YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THIS APPROVAL IS BASED ON THE INFORMATION FURNISHED WITH MR. YOUNG'S APRIL 18, 1973 LETTER.

5-1-73
Copies to Young
Cof

NOTED
E. S. HUNTER

RECEIVED
MAY 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
APR 30 '73
REFER TO
Hunter
FOR

Info	✓	R/D	D/R	Sign	Act	File

DATE: 4-27-73

SIGNATURE OF APPROVING OFFICIAL: Vernon V. [illegible]

TITLE: for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 19, 1973

TO L. H. Young, Office Engineer

ORIGINAL SIGNED
JOHN R. OAKES

FROM John R. Oakes, Assistant R/W Engineer

SUBJECT Right of Way Status
TOPICS project
May 24, 1973 Bid Opening

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for the following project:

Auburn Ave. - Estes Ave. (Baker) Sec.

No individuals or families have been displaced on the following project:

4th St. - 5th St. (Grants Pass)

Although all necessary rights of way have not been fully acquired, the right to occupy and to use all rights of way required for the proper execution of the following project has been acquired. On one file full legal possession has not been obtained but right of entry can be obtained. The State has ownership and physical possession and is working with the City to transfer ownership for this project:

4th St. - 5th St. (Grants Pass)

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:ha
cc F. B. Klaboe
V. E. Skoog
James Chidsey
W. H. Haskin
Duane Ridings ✓
Frank Lowe
M. R. Mitchell

Co-City

RECEIVED
COUNTY & CITY SECTION
MAY 14 1973
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☑ DS
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

5-14-73 Phoned Roy Norton - City has not acquired R/w. Council meets wed (16th) to consider State's offer.

Phoned Bud Shirley - Suggested we issue permit of entry so R/w Certificate can be completed and project advertised for bids on June 21. Told both of them we need Certificate by 17th
B.

7917

April 18, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnsen
Deputy State Highway Engineer

SUBJECT Hearing Certification for Project T-5012(1)
4th Street-5th Street Section
Grants Pass, Oregon

I certify, in behalf of the Oregon State Highway Division, that a corridor/design public hearing was held by the City of Grants Pass on February 21, 1973, in the Josephine County Courthouse, relative to the proposed highway project on the 4th Street-5th Street Section (Grants Pass) of Bridge Street (FA Primary Type II Highway) in Grants Pass, Oregon, and that the Highway Division and the City of Grants Pass have considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

RNC:dg

cc F. B. Klaboe
E. S. Hunter
F. L. Hall
V. D. Wolfe
H. S. Cox
R. N. Chase
B. L. Gifford

7917

April 18, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM
L. M. Young
Office Engineer

SUBJECT Location/Design Approval
4th St.-5th St. (Grants Pass) Sec.
Project T-6012(1)

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is generally the corridor of the existing Bridge Street from 4th Street to 5th Street in Grants Pass.

b. The design consists of a 44-foot curb-to-curb street with two reversing curves on a new alignment to connect Bridge Street directly to "M" Street. Bypassed portion of Bridge Street to be barricaded and cul-de-saced at 4th Street end. Project to include necessary curbs, gutters, sidewalks, and landscaping.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy - Study Report (County and City Section Memo of April 11, 1973).

1 copy - City of Grants Pass "TOPICS Project Request" dated July 7, 1971.

1 copy - Transcript of hearing held February 21, 1973.

1 copy - Letter from City of Grants Pass dated April 10, 1973 relative to the project.

The Highway Division and the City of Grants Pass, having considered all the data as well as the social, economic and environmental effects, have concluded that the location/design as set forth hereinabove is suitable for the project.

A public hearing was held February 21, 1973 and the certification required by Section 128 of Title 23 U.S.C. has been submitted as a separate action.

The proposed project is exempt from State and District 8 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

The "Negative Environmental Statement" for the project was approved by FHWA, April 4, 1973.

We further request your authorization to proceed with the P.S. & E. phase of the preliminary engineering for final plan preparation as programmed for the subject Project T-5012(1).

RNC:bb

Enc.

cc: F. B. Klaboe
E. S. Hunter
Frank Hall
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford

NOTICE REQUESTING HIGHWAY LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Grants Pass and the Oregon State Highway Division have requested the Federal Highway Administration's location-design approval for grading, paving, and curbing of the 4th Street-5th Street Section of Bridge Street, within the city of Grants Pass, Josephine County, Oregon.

The proposal consists of new alignment with a 44-foot curbed street section connecting Bridge Street and "M" Street. Included in the project will be curbs, sidewalks, landscaping, etc.

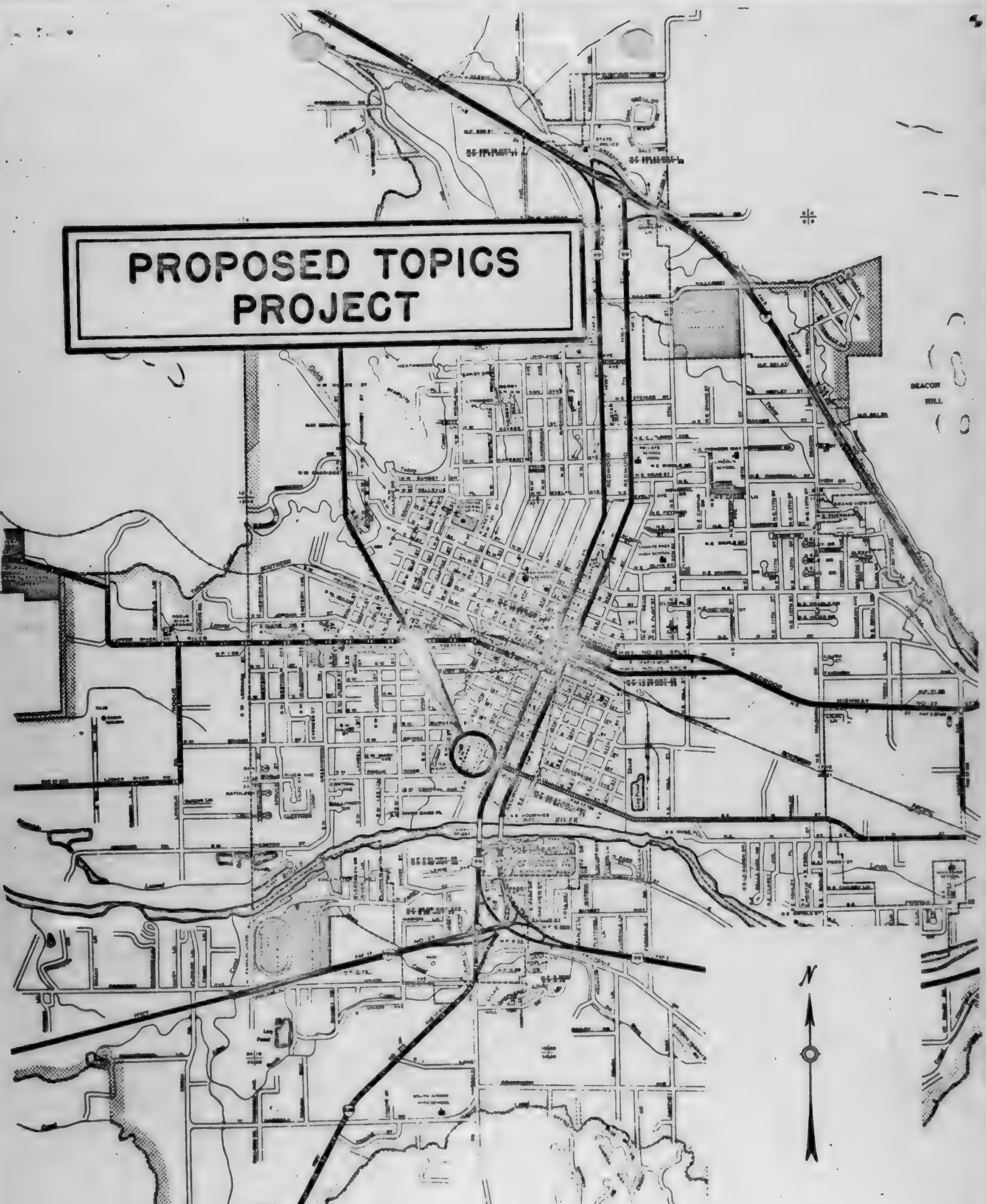
Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested parties desire.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

DNH:ljt
4/16/73

DAILY COURIER, Grants Pass


PROPOSED TOPICS PROJECT
BEACON HILL
N
GRANTS PASS

OREGON STATE
HIGHWAY DIVISION

REGION 3 P. O. Box 1128, Roseburg, Oregon 97470 PH: 672-6541 Ext. 226

April 16, 1973

Mr. Roy Norton
Public Works Director
Grants Pass City Hall
4th & H St.
Grants Pass, Oregon 97526

File No. M-68
Grants Pass Mtce. Station Section
Josephine County

Dear Mr. Norton:

The Highway Department has considered your reluctance to purchase under the terms of the letter of April 2, 1973. Therefore, the State offers an alternative which requires less money and still serves the needs of the city and the State.

1. City to buy 4,200 SF to be used in "M" Street with a public use clause for $1,575. (½ market value)

2. City to agree to State using one access as long as State occupies the property. When State vacates, the parcel to become landlocked. City to pay State $11,000 For access control.

3. Total purchase price will be $12,575.

4. State will retain the remainder.

As you wish to use funds available within this fiscal year, I'd like to mention the following sequence of dates:

1. Your Council decision would be May 2, 1973.

2. Please advise us immediately of your decision as it will be necessary to prepare a contract along the selected lines and ask the Highway Commission approval at the May 29 meeting. (No June Meeting) Items to go before the Commission must be submitted a week prior to Commission meeting dates.

RECEIVED
COUNTY & CITY SECTION
APR 18 1973

4-17-73
Sent copy to Richard Hadorn in Co.-City
4-17-73

RIGHT OF WAY SECTION
RECEIVED
APR 17 1973
AS CES OS BPS CA FB

I hope this alternative gives you a satisfactory choice and I will hear from you the first week in May.

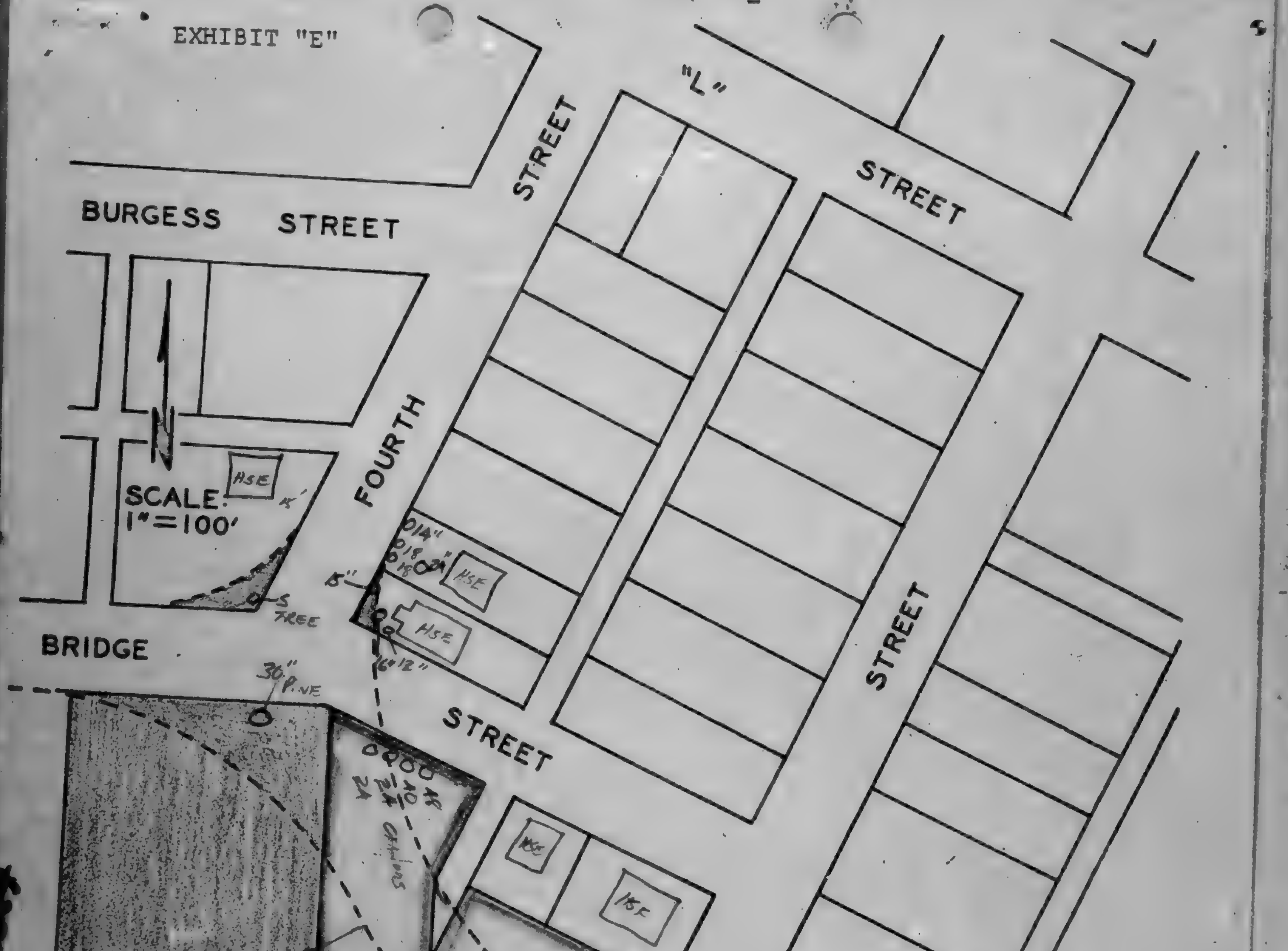
Sincerely,

L. W. RILEY
RIGHT OF WAY SUPERVISOR

Al Brown
Right of Way Agent

AB:csk

EXHIBIT "E"


"L" STREET
BURGESS STREET
FOURTH STREET
SCALE: 1"=100'
HSE
HSE
HSE
HSE
HSE
14"
18"
18"
15"
16"
12"
S TREE
BRIDGE STREET
30" PINE
24
24
10
12
Others
STREET
"M" STREET
FIFTH
NOTE:
PROPOSED REALIGNMENT
ADDITIONAL RIGHT-OF-WAY
RIGHT-OF-WAY OWNED BY CITY

T

SALEM, OREGON
April 11, 1973

TOPICS Project T-5012(1)
4th Street-5th Street Section
Bridge Street
City of Grants Pass

Mr. L. H. Young
Office Engineering

BUILDING

Attn: Mr. R. N. Chase

Processing for location/design approval is requested for the subject project.

STUDY REPORT

LOCATION: On Bridge Street between 4th Street and 5th Street in the City of Grants Pass.

DESIGN: Construct a 44-foot curb-to-curb street with two reversing curves on a new alignment to connect Bridge Street directly to "H" Street. Bypassed portion of Bridge Street to be barricaded and cul-de-saced at 4th Street end. Project to include necessary curbs, gutters, sidewalks, and landscaping.

A public hearing was held on February 21, 1973. Copies of the hearing transcripts, legal notices, advertisements and newspaper articles are attached.

Also attached is a letter from the City requesting that we seek location/design approval from the FHWA.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Att.

ENGR. ASST. OF AE JE
PE RPE ☐

T

TELEPHONE: 476-6641

214 S.W. 4TH ST.

CITY OF GRANTS PASS
CITY HALL + FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

April 10, 1973

RECEIVED
COUNTY & CITY SECTION
APR 11 1973
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5012(1)
4th St. - 5th St. Section
Bridge Street

Dear Mr. Cox:

The City of Grants Pass did hold a corridor-design hearing on February 21, 1973 on the above project.

Enclosed are the following items:

1) Three (3) typewritten verbatim transcripts of the formal public hearing.

2) Three (3) copies of notices, advertisements, newspaper articles in connection with the hearing.

   a) January 18, 1973 Daily Courier, Grants Pass, Oregon. Newspaper article calling attention to the project public hearing, legal notices and informal informational hearing.

   b) January 19, 1973 Daily Courier. Legal Notice. Notice of public hearing and informal informational hearing.

   c) February 14, 1973 Daily Courier. Legal Notice. Notice of public hearing and informal informational hearing.

   d) February 21, 1973 Daily Courier. Newspaper article calling attention to the project and public hearing.

   e) February 22, 1973 Daily Courier. Newspaper article reporting on the project public hearing.

An informal informational hearing was held from 2:00 p.m. to 5:00 p.m., February 21, 1973 in room 100 of the Josephine County Courthouse.

After studying and evaluating the testimony given at the public hearing, the City considered the social, economic and environmental effects of the location and design of the project and found the project to be compatible with the urban area's planned transportation system.

The City hereby requests the State Highway Division to seek location and design approval of the project from the Federal Highway Administration.

Also, enclosed are three (3) copies of the project proposal as presented at the formal hearing for which location and design approval is sought.

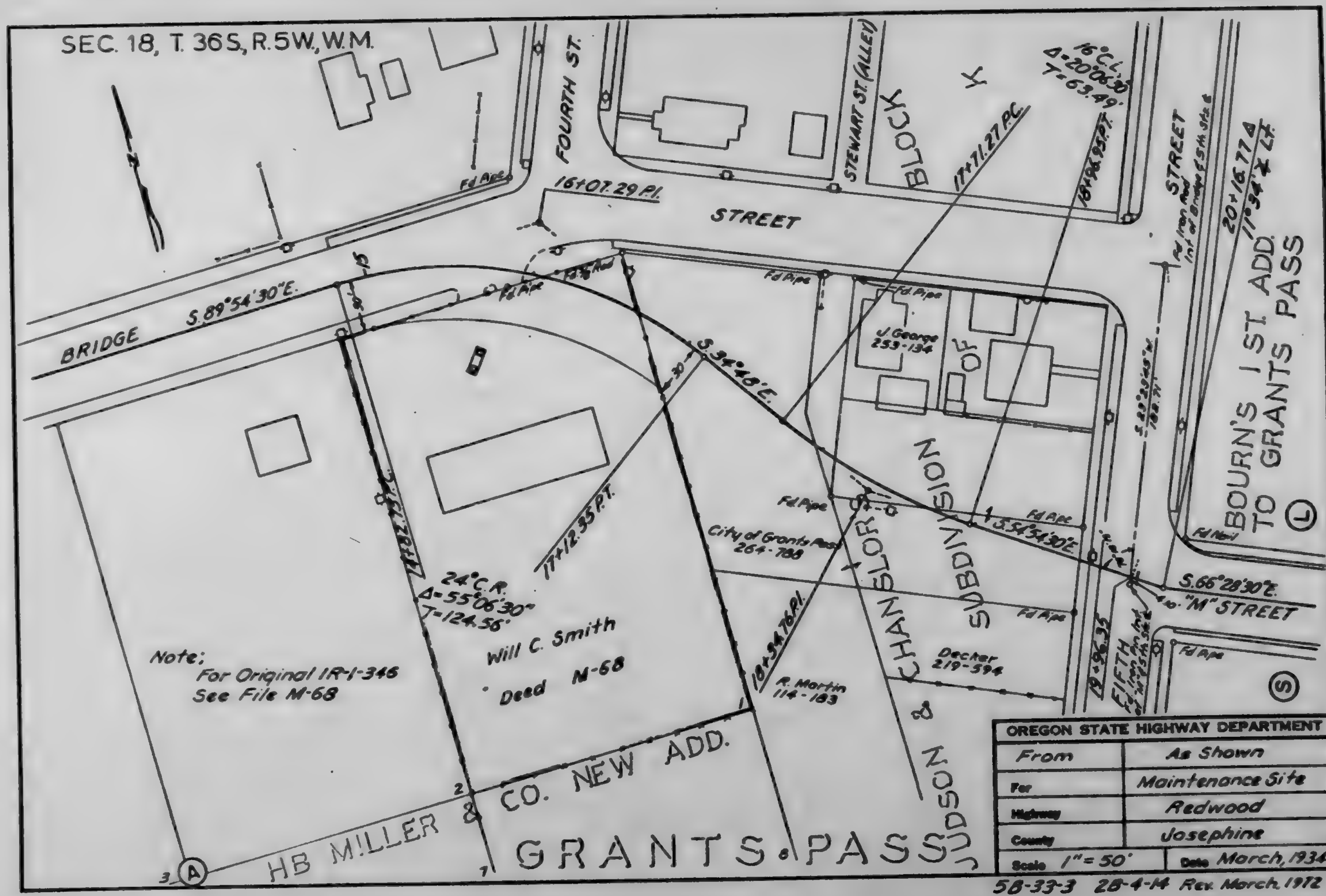
Very truly yours,

Roy W Norton

Roy W. Norton
Public Works Director

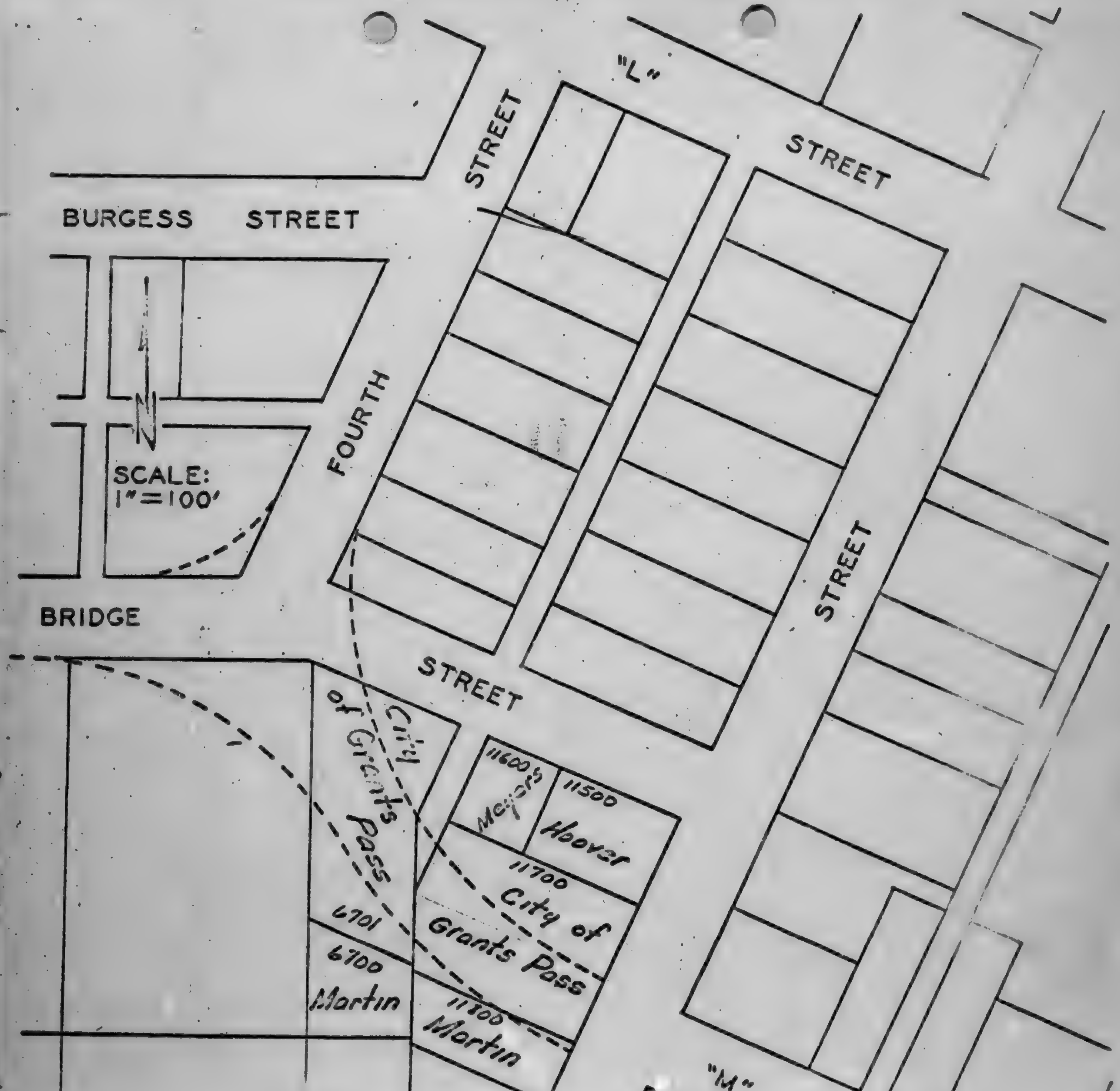
RWN/pm
Enclosures
cc: City Manager
Richard Bladhorn, Urban Program Engineer

1R-1-346


SEC. 18, T. 36 S, R. 5 W., W.M.
FOURTH ST.
STREET
STEWART ST. (ALLEY)
BLOCK K
16+07.29 P.I.
17+71.27 P.C.
18+96.95 P.T.
16° C.L.
Δ=20°06'30"
T=63.49'
STREET
Fd Iron Rod Int. of Bridge & 5th Sts. ℄
20+16.77 Δ
11°34' ℄ Lt.
BOURN'S 1 ST. ADD. TO GRANTS PASS
Ⓛ
BRIDGE
S. 89°54'30"E.
15
30
Fd Pipe
Fd Iron Rod
S. 34°48'E.
J. George 253-134
OF
S. 89°29'45"W. 186.71'
17+12.35 P.T.
14+82.73 P.C.
24° C.R.
Δ=55°06'30"
T=124.56'
Will C. Smith
Deed M-68
City of Grants Pass 264-788
Fd Pipe
S. 54°34'30"E.
S. 66°28'30"E.
"M" STREET
Fd Nail
18+34.76 P.I.
R. Martin 114-183
Decker 219-594
19+96.35
FIFTH
Fd Iron Rod Int. of "M" & 5th Sts. ℄
Ⓢ
Note;
For Original 1R-1-346
See File M-68
JUDSON & CHANSLOR SUBDIVISION
HB MILLER & CO. NEW ADD.
GRANTS PASS
Ⓐ
1
2
3
7
8

OREGON STATE HIGHWAY DEPARTMENT	
From	As Shown
For	Maintenance Site
Highway	Redwood
County	Josephine
Scale 1" = 50'	Date March, 1934

5B-33-3 2B-4-14 Rev. March, 1972


"L" STREET
BURGESS STREET
FOURTH STREET
N
SCALE:
1"=100'
BRIDGE STREET
City of Grants Pass
11600 Meyers
11500 Hoover
11700 City of Grants Pass
6701
6700 Martin
11800 Martin
STREET
"M" STREET
FIFTH STREET
NOTE:
PROPOSED REALIGNMENT

ty Budgeters
uddle Tonight

informal session for the Budget Committee is sched- for 7:30 p.m. Monday in m 100 at the courthouse when es of the budget document g with the budget message be available to the public. e agenda will be simple, committee is expected to p a calendar for subsequent ings, and to determine approach to take in its w of the budget. There also be a discussion of the budget age and the public will nvited to make comments. first formal budget meet- vill be March 8.

Work on Bridge Street Project Seen in July

By RUTH RAUSCH
City Government Reporter

The Fourth and Bridge Street project corridor design drew little audience participation during the public hearing Wednesday night, however the matter will remain open for the next 10 days during which the city will accept written comments.

Basically the project is a realignment of Bridge Street to improve safety conditions at that intersection. The concept began in 1969 when the city purchased property from the late Robert C. Martin under an agreement that upon completion of the realignment, excess lands revert to Martin, or the Martin estate.

The project will receive 80 per cent funding under the state and federal safe streets act (TOPICS) and the hearing was conducted and recorded in accordance with state and federal procedures.

Property remains to be acquired from the State of Oregon. After the project is completed and the state moves out of its highway maintenance shop, which is estimated to be two years, then the city would have excess property which it could auction with a minimum acceptable bid to private interests.

A tentative timetable was introduced indicating construction could start by mid-July with completion by mid-October of this year.

The city's share in the $58,000 construction cost is $11,600. Land acquisition will be $25,000.

The corridor design as presented at the hearing proposes that Bridge Street between Fourth and Fifth streets be closed at Fourth and become a four-hour off-street parking area for 16 vehicles. The parking lot concept was designed to preserve the alley access from the north necessary to serve private garages and access for service and utility vehicles.

Only two comments were made from the audience. A resident on Fourth Street expressed fears the alley would become a speedway and asked that the entrance to the parking lot be closed, or designate the alley as a one-way traffic pattern from north to south.

The second comment came from property owner at Fifth and Bridge who suggested that instead of providing public parking in that area, that Bridge Street between Fourth and Fifth either be vacated or that the project include a curb cut for his property.

The council upheld the Planning Commission's recommendations regarding the Josephine General Hospital development area, and adopted resolutions of intent to rezone certain properties.

The first hearing on the proposal concerned the property at Dimmick and Bellevue Place which required a zone change from R-1 to R-4 to permit use as a parking lot. The resolution spelled out certain conditions: property be acquired by Josephine County; no curb cuts permitted on Bellevue; landscaping and site obscuring screening; and all conditions be completed within one year of the resolution of intent.

A resolution of intent to rezone the block west of the hospital from R1- to R-4 for the development of medical offices and - or off-street parking, was adopted with a two-year time limit.

Carl D. Jeffries' request for a C-5 zone on his property at Tussey and Marion lanes, was granted by a resolution of intent to change only upon the commercial development of other properties in the area.

City Manager Robert Mack called attention to a list of 434 delinquent lien accounts, amounting to $153,352 in uncollected assessments. A few of the accounts are more than 16 years old, and the assessments were for such improvements as paving, sewer and water districts. The council deferred action pending a policy-making work session.

The council accepted petitions for installation of sanitary sewer in Seventh Street between Hillcrest Drive and Morgan Lane; in Hillcrest Lane from Sunset to Terrace Drive; on Beverly Drive to serve six lots and set public hearings for March 21.

The Water Commission's recommendations for water main installations in the same areas, were accepted and public hearings set for the same date.

Ordinances vacating numerous alleys and streets were given two readings.

3 Nabbed for Thefts

City police said they have cleared up at least six store and five car thefts with the arrest of three youths Wednesday.

Gerald Douglas Stoneman, 18, 1125 Sleepy Hollow Loop and a 15 year-old youth are in county jail as a result of the arrests. Another 17 year-old boy was released to the custody of his parents.

Police allege the young men took wine, beer, pop, flashlights, stereo tape decks, tapes, speakers, a tape recorder and a radio from several different stores and cars.

The arrest was made when city police stopped the car, in which the youths were driving, for a routine traffic violation. Some of the contraband was allegedly in the car, police said.

WED., FEB. 21, 1973 DAILY COURIER, Grants Pass, Oregon

Bridge St. Work Before City Council

The corridor design for the proposed re-alignment of the Fourth-Fifth-Bridge streets intersection, and the proposed Josephine General Hospital area development are among the public hearings scheduled for the City Council meeting tonight in Room 100 at the courthouse.

The meeting opens at 7:30 p.m. and will begin with a hearing on the matter of a zone change for a single lot at Tussey and Marion lanes.

The hospital proposals will be aired in two hearings; first in relation to a zone change on property at the southeast corner of Dimmick and Bellevue; followed by the hearing in the matter of re-zoning the block west of the hospital.

The hearing on the Fourth and Bridge street project is slated for 8 p.m.

Petitions to be considered seek installation of sanitary sewer in in Seventh between Hillcrest Drive and Morgan Lane; in Hillcrest Lane from Sunset to Terrace Drive; and on Beverly Drive to serve six lots.

Also on the agenda are: reports from the water and planning commissions; ordinances vacating numerous alleys and streets; and results of bid openings for gasoline and petroleum.

'Special Citizens" invited this week include Sherman Andrews, W. M. Ausland and Ellis Bartley, Ward 1; Waldemar O. Wiik, J. S. Wolke, and Michael O. Lydon, Ward 2; Jessie M. Leonard, Orvel H. Ward and Guy Roberts, Ward 3; Clephan Voss, Dolen Roberts and James L. Thompson, Ward 4.

2 Injured In Crash

Two persons were injured in a one-car accident on Interstate 5 near Glendale Tuesday.

A passenger in the vehicle, Laurie Taylor, 19, Ashland, is in satisfactory condition today at Josephine General following treatment for scalp lacerations. The driver, James P. Rosato, 20, Beaverton, was treated for minor cuts and released.

State police said Rosato apparently fell asleep at the wheel and the vehicle went off the roadway and struck a tree. He was cited for failure to maintain reasonable control of a motor vehicle. The accident occurred in the southbound lanes at approximately 5 p.m.

A Grants Pass girl escaped injuries shortly after 10 p.m. Tuesday when the bicycle she was riding collided with a car at the intersection of Manzanita and Conklin avenues.

Robin Gibson, 12, 1020 NW Washington Blvd., was examined and released at Josephine General. The driver of the vehicle was Sharon C. Thomas, 35, 235 Woodbrook Drive.

No citations were issued by investigating city police.

An accident at Seventh and F streets at 4:30 p.m. involved vehicles driven by Ernest Ray Colman, 17, 1885 SW Bridge St., and Walter Warden Prather, 73, 5459 Rogue River Highway. No citations were issued, police said.

Tape Deck, Tapes Stolen

City police reported the theft of a stereo tape deck and tapes from a vehicle parked in the 900 block of NW Sixth St. Tuesday night.

The tape deck, valued at $150, was taken sometime between 9 and 11 p.m. from a vehicle belonging to Ray Millburn, 1238 Watson Drive. Also reported taken were two cases of tapes valued at $100.

Employes at the Ace Fence Company, 323 NW C St., reported 18 sheets of 2 by 6-foot corrugated steel siding sheets taken from a storage area sometime Monday or Tuesday. The value of the blue and white sheets was listed at $54.

DA Mum on Motive for Mote

By BRUCE ROMMEL

The state's chief medical ex-niner will be in Grants Pass day to review the autopsy re-rts of alleged murder victim dy Diane Davis, it was re-ted.

Dr. William Brady of Portland y also testify before a grand y which was to have begun 1:30 p.m. today, accord- to district attorney Robert rrows.

Charged with the slaying of 28-year-old woman is her band, Elmer Thomas Davis, held in the county jail with l set at $50,000.

Brady will review the autopsy confirm the conclusions of lo- pathologists regarding the ct cause of the woman's th.

The district attorney would y comment that the death oc-rred sometime early Monday rning.

City police found the mutilat- body of Mrs. Davis on the bed the couple's blood-splattered me at 6 a.m. Monday. Davis portedly appeared at the riff's office at 5:43 a.m. and d deputies, "I may have just led my wife."

Police said the woman's throat d been cut and she had been embowleled.

It was further reported today investigators have not yet determined the weapon used in the alleged slaying in the small house, a motel cabin at 1233 NE Sixth St. Several knives found at the scene are being examined by authorities.

Burrows declined to comment on any possible motives or the events that led to the incident, citing such information as "prejudicial material to the case." He indicated that establishing the exact cause and time of death are important legal points.

Such information makes it possible for the district attorney's office to file an accurate complaint and also permits the defendant to prepare an adequate defense.

At his arraignment Monday, Davis, an unemployed laborer, requested and received the ices of a court-appointed a ney. Michael J. Bird will in his defense.

During a Tuesday after continuance, a preliminary h ing was set for Thursday m ing in district court.

Burrows said today this sion is still scheduled unless grand jury delivers a bill of indictment before the pre nary hearing begins.

Thieves Strike Station, School

Two racks of gasoline additi s, including the racks, were ported stolen Tuesday from lcher's Gulf service station, 4 NW Sixth St.

City police said today the lue of the items was about 0.

Police also reported two re-nt thefts at Grants Pass High hool. The door of the agricul-ral shop was forced open and e coin box taken from a soft nk vending machine. An un-termined amount of money s in the box, discovered miss- g this morning.

A tool box was reported taken m a motorcycle belonging to an Loss, 1304 SE Rogue Drive, ile it was parked at the high hool Tuesday.

LEGAL NOTICE

NOTICE OF PUBLIC HIGHWAY HEARING

NOTICE IS HEREBY GIVEN that the City of Grants Pass proposes to hold corridor-design hearings pertaining to the improvement of the intersection of Southwest Bridge Street with Southwest 4th Street and Southwest 5th Street lying within or near the City of Grants Pass, Josephine County, Oregon.

The proposal consists of the realignment of Southwest Bridge Street from Southwest 4th Street to Southwest 5th Street and its intersection with Southwest "M" Street.

An informal informational hearing will be held with plans for the proposal on display, in Room 100, Josephine County Courthouse in Grants Pass, Oregon, between the hours of 2 p.m. and 5 p.m. on February 21, 1973. Interested persons may examine the plans and other pertinent information. Engineering and right-of-way personnel will be present to discuss the proposal, including relocatiion assistance programs, with those persons who may be affected by the project.

The formal public hearing pertaining to the corridor-design features will be held in Room 100, Josephine County Courthouse in Grants Pass, Oregon, on February 21, 1973, beginning promptly at 8:00 p.m., at which time any interested person desiring to express an opinion pertaining to the proposal is invited to do so, and in addition may submit written statements at the hearing or to the City Council within ten (10) days after the public hearing. Schedules for right-of-way acquisition and construction will be discussed at the formal hearing, along with relocation assistance programs available to those persons who may be affected by the proposal.

A statement regarding the environmental effects this proposed project will have on the area is available at the City Hall and will also be available at the hearing for review and information.

If any questions arise pertaining to this matter, please contact Roy W. Norton, phone 476-6641, extension 33.

ROBERT MACK
City Manager
City of Grants Pass, Oregon

No. 37 — F-W — 2-14-73

Assault Try Nets Suspended Term

A Grants Pass man, arrested Jan. 22 after he made an indecent proposition to a woman passing him on the street, received a one-year suspended sentence in district court Tuesday.

Terrance Lynn Shaw, 23, 1609 Dowell Road, previously pleaded guilty to a charge of menacing stemming from an incident on G Street. As terms of probation he was also directed to refrain from drinking or frequenting places alcoholic beverages are served.

He was originally charged with coercion in that he allegedly claiming he carried a wea pon and if the woman didn' accompany him, she woul be harmed.

The woman walked with th man across a street, then brok free and ran to a nearby res taurant and safety, according t city police. An officer eating inside made the arrest.

In other court actions, Clyde Val Bowen, 32, 707 NW A St., was sentenced to one year i the county jail with six months suspended and two years probation after pleading guilty to a charge of theft of services. According to police reports, Bowen left a restaurant Feb. 9 without paying a $2.25 bill.

Bowen was also sentenced to 30 days, with 26 days suspended for one year probation after pleading guilty to charges of theft in the second degree by taking $3 in groceries from a local supermarket Jan. 22. He was given a third sentence of one day for driving without an operator's license Feb. 12. The terms will run concurrently.

MUNICIPAL COURT

Ron L. Carter, 18, 200 Skyline Drive, careless driving Feb. 3; fined $27 Tuesday.

Mitchell J. Allison, 19, 8700 Redwood Highway, unnecessary noise Feb. 9; fined $17 Tuesday.

John Bebb, 169 Medard Lane, illegal parking Feb. 12; forfeited $2 bail Tueday.

Silva J. Hull, 927 NE Eighth St., illegal parking Feb. 12; forfeited $2 bail Tuesday.

Raymond A. Davis, 3563 Upper River Road, illegal parking Feb. 9; forfeited $2 bail Tuesday.

Gary L. Sutch, 25, Glendale, unnecessary noise Feb. 9; fined $17 Tuesday.

Joett B. Gnesa, 31, 3488 Upper River Road, expired vehicle license Feb. 5; fined $6 Tuesday.

DAILY COURIER, Grants Pass, Oregon **FRI., JAN. 19, 1973**

LEGAL NOTICE

NOTICE OF PUBLIC HIGHWAY HEARING

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The formal public hearing pertaining to the corridor-design features will be held in Room 100, Josephine County Courthouse in Grants Pass, Oregon, on February 21, 1973, beginning promptly at 8:00 p.m., at which time any interested person desiring to express an opinion pertaining to the proposal is invited to do so, and in addition may submit written statements at the hearing or to the City Council within ten (10) days after the public hearing. Schedules for right-of-way acquisition and construction will be discussed at the formal hearing, along with relocation assistance programs available to those persons who may be affected by the proposal.

A statement regarding the environmental effects this proposed project will have on the area is available at the City Hall and will also be available at the hearing for review and information.

If any questions arise pertaining to this matter, please contact Roy W. Norton, phone 476-6641, extension 33.

ROBERT MACK
City Manager
City of Grants Pass, Oregon

No. 97 — F-W — 2-14-73

Driver Cited After Crash

City police investigated a three-car accident at 5 p.m. Thursday near the intersection of Fourth and Bridge streets.

A citation for failure to yield was issued to Ray Charles Rood, 27, 507 NE Eighth St. The other drivers involved were Harold Gene Prestel, 76, 702 Westmont Drive, and Kenneth James Broeffle, 17, 1138 SW Ballinger Drive.

Another accident near Sixth and D streets at noon Thursday involved vehicles driven by Michael Patrick Hyland, 34, 1010 NW Highland Ave., and Nicholas Joseph Watt, 21, 1035 NE Sixth St. No citations were issued.

Thefts Reported

Two thefts from automobiles were reported Thursday to city police.

Spark plug wires and a coil wire were reported taken from a vehicle belonging to Kenneth Silva, 1210 Highland Ave., while it was parked near his home. A battery was reported taken from a vehicle belonging to Paul McDonald, 739 SW K St., while it was parked near the First Baptist Church Thursday night.

Police also reported the theft of a tailgate for a pickup taken from a barn at the home of Lee E. Blackridge, 900 Tokay Heights. Its value was estimated at $55.

Bridge Street Project Hearing Slated Feb. 21

By RUTH RAUSCH
City Government Reporter

The City Council set Feb. 21 as a public hearing date on he proposed realignment of the Bridge and Fourth streets intersection and setup a tentative time schedule aimed toward starting construction by September of this year.

An informal informational hearing will be held in Room 100 at the courthouse from 2 to 5 p.m. when interested persons may examine the realignment plans and talk with engineering and rights-of-way personnel.

Later the same day, at 8 p.m. during the regular City Council meeting, the formal hearing will be held at which time any interested person desiring to express an opinion may do so.

Legal notices of the hearing date and times will appear in the newspaper Jan. 19 and Feb. 14.

The public hearing in the matter of street improvements on the full length of Tussey Lane drew the greatest amount of citizen participation during the council's meeting Wednesday night and while opposition was strong it was not strong enough to kill the project.

According to the city's improvement construction policy, it would require owners of two-thirds of the footage involved to automatically kill the project. The total footage involved is 1,649.75 feet frontage. Opposition expressed represented a total of 914.75 feet frontage and the two-thirds requirement was 1,100 feet of frontage.

The council approved the project by a 6 to 1 vote with Councilman Mike Bird casting the negative ballot. Total cost of the project is $20,810.16.

Henry Dorig's variance appeal was tabled on a ballot of 4 to 2, with Councilmen Bird and Ray Colson voting against the motion. Dorig was appealing the Planning Commission's denial of his request for a variance in the 10-foot set-back requirement on Ninth Street side of his property at Ninth and E streets.

His plea was for a two-foot set-back and his argument noted property across the street to the north, was developed to the property line and the land to the south of his property is permitted to build to the property line.

During the hearing regarding sanitary sewer on Beverly Drive, opposition recorded represented only 14.1 per cent of the property involved and the council was unanimous in its authorization of the project.

Mayor Gordon Christiansen appinted Councilmen Bird and Don Heath, with citizens William Rothwell and Dr. John Boe to complete the panel serving as the City Charter Revision Committee.

Fred Weske of Alpine Meat Co. called attention to a business hardship created by the construction of the new sewage treatment plant. He commented that due to the excessive mud, customers are unable to reach the meat plant.

He also requested that his new address be on Spruce Street rather than Webster Lane which, he said, does not touch his property. The meat plant lost its Greenwood address when that street was closed off by the sewage treatment plant site plan.

The council agreed to request the State Highway Department to install a flashing beacon control at McLearn Drive and NE E-F couplet as a step in upgrading traffic control at the intersection. The total estimated cost is $700 with the city and state sharing the cost on a 50-50 basis.

Several matters were reviewed but no action taken: A request for a four-way stop sign at Ninth and Savage streets; the Water Commission recommendations regarding George McClanhan's request for sewer service outside the city limis; and the Rogue Lea Estates expansion.

In other matters the Council:

—Gave third readings and approved two ordinances, one changing the zoning text to permit outside nursery storage in commercial zones, and rezoning a lot on NW E Street from R-3 to M-1.

—Gave two readings to an ordinance vacating an alley at the east end of Victoria Street and extending north to A Street.

—Authorized the city manaager to sign agreement for additional EDA funding on the sewage treatment plant.

“Special Citizens attending were George McClanahan; Rev. and Mrs. Charles McCarthy; George Ashley; and Ole Newman.

In addition

MUNICIPAL COURT

David M. Dunton, 17, 1621 SW I St., violation of the basic rule Jan. 15; fined $17 Wednesday.

Duane E. Merkle, 19, 2319 Leonard Road, unnecessary noise Dec. 1; fined $6 Wednesday.

Ronald D. Blackford, 21, 365 Cheney Creek Road, no vehicle license Jan. 12; fined $11 Wednesday.

Herbert M. Gabriel, 1306 SE Perry St., illegal parking Jan. 16; fined $2 Wednesday.

Deborah A. Sinnaeve, 19, 2745 Hugo Road, disobeyed traffic signal Jan. 4; fined $11 Wednesday.

Michael Lee Mann, 25, Cave Junction, violation of the basic rule Jan. 15; fined $17 Wednesday.

Stewart V. Black, 18, 129 SW Diane St., violation of the basic rule Jan. 13; fined $17 Wednesday.

Crash Probed

City police investigated an accident at 5 p.m. Wednesday at the intersection of Second and A streets.

A citation for failure to yield was issued to Joseph Gene Storz, 28, 2128 Redwood Ave., by investigating officers. The other driver was Rae Ellen Colson, 50, 1422 Denton Trail.

Fourth and Bridge Street Safety Project
Corridor Design Public Hearing.

BE IT REMEMBERED, that a public hearing in regard to the above entitled matter was held in Room 100 of the Josephine County Courthouse, Grants Pass, Oregon, on the 21st day of February, 1973, at 8:00 p.m. Among those present were Grants Pass Mayor Gordon Christiansen, City Manager Robert Mack, City Engineer Roy W. Norton, and the members of the City Council.

TRANSCRIPT OF HEARING

RECEIVED
COUNTY & CITY SECTION
APR 11 1973
☐ ENGR. ☐ COOR. ☐ BE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

MAYOR [illegible]: Ladies and gentlemen, the time is eight o'clock, February [illegible], [illegible], which time has been scheduled for the formal public hearing for the proposed Federal Aid TOPICS project at the corner of 4th and Bridge Street in the City of Grants Pass, County of Josephine. I declare the public hearing now open. Mr. Mack.

MR. MACK: The proposed project will be constructed under the Federal Aid Highway TOPICS program and will be financed with Federal, State and City funds. Federal aid TOPICS funds are available to urban areas to increase traffic capacity and safety upon the existing street systems. The Federal Government pays for approximately sixty percent of the project construction costs with the remaining forty percent being shared equally by the State and City. Local government in urban areas apply for Federal Aid TOPICS funds through the State Highway Division. The State Highway Division submits a program for individual projects to the Federal Highway Administration, which approves, disapproves, or requires modifications or revisions in the program to conform with Federal Aid Highway rules and regulations. Upon approval of the Federal Highway Administration the State or City proceeds with the survey and the State prepares the final plans and specifications and awards all contracts. When required, the City holds the necessary public hearings.

The Federal Highway Administration has put into effect certain policy and procedure memorandums governing public hearings. These memorandums setfforth the rules under which we are conducting tonight's corridor-design hearing relating to this proposed Federal Aid Highway project. We are here to afford you the opportunity to express your opinions regarding the proposal prior to development of final plans.

Registration cards are available at the end of the table, and anyone raising his hand will certainly receive one of those registration cards right now. They are available to anyone who wishes to make oral or written statements tonight, and in addition, anyone, regardless of whether he has or has not made a statement tonight, will have an additional ten days to submit written comments, which will be made a part of the record of this hearing. Such written comments should be mailed to the City Hall, Grants Pass. This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Division and Federal Highway Administration for review. All testimony given at tonight's hearing will be evaluated to determine the socio-economic impact, the environmental effects, and the feasibility of the proposal.

We will conduct this hearing in the following manner: First, I will give an overview of the project; second, an engineering description of the proposal will be presented by the City Engineer; next, a brief explanation of right-of-way procedures will be given, followed by an evaluation of the environmental impact; then anyone wishing to make a statement will be given the opportunity to do so.

So that you may know those of us at the front of the room, I will introduce the following people: Mayor Christiansen, and I think you can see by the nameplates the individual councilmen's names. At the table located directly in front of me is Mr. Norton, our City Engineer, who will also be part of the presentation this evening.

We will deviate from a script which was prepared by the State for us to make sure that we didn't leave anything out, and we will go into basically what the project looks like.

First of all, I think that everybody recognizes that this is the 4th and Bridge Street area as it presently exists. 4th Street comes into Bridge Street at this point where the State maintenance shops are located. There are several large trees, including a grouping of four redwoods, located along the sidewalk, and a pine tree. The City acquired property in this area in 1968, I believe, from Robert C. Martin, who is now deceased. The purpose for acquiring this property was to provide land when coupled with the acquisitions by the City of this property owned by the State, future realignment of this intersection for safety purposes and to increase the capacity of Bridge and 4th Streets to handle traffic. Property is owned by various private property owners here abutting the alley. A second property is located here at the corner of Southwest 5th and Bridge Streets, and there is other property,private ownership, in the area.

Several weeks ago we had a concept printed in the newspaper showing this picture which you see here of how the street exists now and with a general overview of how the project might look after it is constructed. This project which appeared in the newspaper as part of a general representation article, newspaper article and not anything to do with the legal requirements for publication or anything of that nature, showed that we were thinking of about this section of Bridge Street being retained into public ownership and being used for off-street parking for the benefit of the public, with this area of the property being retained from the Martin estate in order that the redwoods might be preserved, and putting it into a beautification area, coupled with a narrow strip of landscaping probably two and a half to three feet wide along Bridge Street here as it would be realigned. This property here would be acquired from the State. However, the State would desire and in effect requires approximately two years before it can entirely vacate its operation here and relocate, so they would want continued access onto Bridge Street until some point in the future, roughly two years after that relocation. At that time the curb cuts would be closed so that there would be no access into this parcel here. The City would retain this property here. Likely we would put the remainder of this parcel of property out to bid with a minimum acceptable purchase price to anyone who would wish to bid for the property.

Now it is a multiple family zone, so that the highest and best use would appear to be multiple family units on the property. The problem becomes access to the site, as we have no access from Bridge Street, so bidding would probably be limited to other property owners. There are three to five property owners abutting this property here who have expressed interest to some degree on bidding for the property. Because we would have a minimum bid price on the property we would not have to accept an unreasonable bid for the property.

This is as the picture appeared in the newspaper article in the newspaper and many of you may have seen it. There are some alterations in the project as we are proposing it tonight from the newspaper article, only because now we have had time to look more closely at such things as how many parking lots or parking stalls can we actually get in on the lot if it is retained for public off-street parking, and we have determined that the maximum number of cars we would likely get into this area would be 16 vehicles. The alley which goes to the North here is a dedicated public alley 20 feet wide. It is necessary in my opinion that the City retain ownership of Bridge Street as it presently exists but modified into off-street parking area.

In order to afford all residents to the North who abut upon this alley continued access and egress to their parking facilities that abut upon that alley, they've got to get in and out of that area somehow, and a one-way alley has a tendency to clog up if you only have one access in that block. There is a dedicated alley that also exists South of the existing Bridge Street in this manner here. The City law requires that the City must receive signatures of 75 percent of the abutting property owners before we can vacate an alley, which means that both property owners, the City on this beautification area and the property owner here, would have to both sign a petition for vacation of this alley before it could legally be vacated. So that's represented on this map here as existing. The property owner may wish us to vacate that, and I would think in terms of the City requesting vacation that would be fine, because 10 feet would go to each area and it would simply enlarge the beautification area here to the West.

The property located in this area here, which would be the Northwest corner of the new intersection of M Street and 5th Street, would revert to the Martin estate. It was property that was originally part of the Martin property which the City acquired. When the City acquired that property it had within that conveyance requirements that excess property such as this revert to the Martin estate, or to Mr. Martin or his heirs, so you will notice here that this property does revert to the Martin estate. It does not have a sufficient square footage to allow development, and I assume that the likely thing would be for the Martin estate to attempt to dispose of it, probably to one of these owners here.

Also this property on the South side

of realigned Bridge Street would revert to the Martin estate. Within that conveyance of property the City would agree to allow two curb cuts in this parcel here to the Martin property. Martin also owns property to the South so that in the proposed project area there would be two curb cuts permitted.

This property which is owned here by the State again would be two years before -- at least two years before they could relocate their facilities. Once they relocated the facilities there would be no curb entrance cuts permitted under the proposal. The property would be sold at auction with a minimum acceptable bid, and it does have multiple family zoning upon the property at present.

In our notice we have realigned the sidewalks from -- to show that the landscaping area, as opposed to the original drawing which was part of the newspaper article, original drawing showed that the landscaping was on the inside of the sidewalks. On this drawing proposal we are showing landscaping on the outside of the sidewalks only to make better safety separation for the benefit of pedestrians. Rather than having the pedestrian there on the curb we are putting landscaping on the other side, separating him from the traffic.

Also you will notice that we have realigned the sidewalk from here on the original drawing, which would be on the South side of the existing Bridge Street, on the North side of the redwood beautification area. We have realigned that to connect down here to what would be the North side sidewalk on realigned Bridge Street. The purpose for realignment of the sidewalk is simply that the redwood trees are uprooting the existing sidewalk there, and the sidewalks do have to be ripped out in that section. We could replace the sidewalks exactly where they are, but we feel we would possibly jeopardize the redwoods, so we are simply realigning the sidewalk away from the redwood trees where we will put in new concrete under this proposal.

The entire project, we are estimating that this would be the maximum possible schedule for the project, that on February 21st, this evening, the public hearing is being conducted. May 1st would be the earliest likely date when State and Federal authorities would authorize the purchase and final design of the project. May 30th would be the soonest that the City would be allowed to deposit the funds which we would have to deposit with the State for purchasing the State maintenance shop area. Next day property would be acquired by the City, and about July 21st would be the earliest that the State could actually award the construction contracts on this project. Shortly thereafter, within one or two days, we would deposit our share, the City's share of construction funds with the State, and on or about July 24th the project would actually commence construction, and it would appear it would be late fall, by that I mean probably somewhere in late September or October, before the project were actually completed with the construction project for the streets.

Land acquisition costs for the project would be 100 percent City share, and this is for land acquisition for the State owned maintenance shop area. Appraisal was done on them or will be done by the State on the property, and the State Highway Department policies are basically to stick pretty close to whatever appraisal price is, so that the cost to the City would be in the vicinity of $25,000.

Construction costs on the project would be 20 percent City and 80 percent State and Federal. $11,600 is estimated as the City's share, with $46,400 estimated on the State and Federal share, bringing the total cost to around $58,000.

Parking lot costs to the City are 100 percent City cost. We are maximizing the estimate and just talking about that section of the street we make into parking would be somewhere around $3,000. This is possibly high.

The cost on the beautification area, we are suggesting that the total maximum cost I think of this area would be about $2,000 for irrigation, for the sidewalk concrete work, and for landscaping in here, and we would suggest that we go for a 50-50 grant with the Bureau of Outdoor Recreation for $1,000 from each party, $2,000 maximum total on the project.

We would like to now go into the engineer's description on the project. Mr. Norton is City Engineer and Public Works Director, and he will describe that phase of the project.

MR. NORTON: In 1963 the City of Grants Pass and Josephine County began a joint project to improve Southwest Bridge Street and Southwest H Street from the Westerly city limits to the Easterly city limits to provide a cross town traffic arterial just North of the Rogue River. This would upgrade existing streets to give needed safety and convenience to the neighborhood, the increasing volumes of traffic which served residential, industrial and market areas.

Work was begun in 1963 improving Bridge Street from 4th Street to the Westerly city limits. Then in 1964 the section from Mill Street to the easterly city limits was improved. This was followed in 1968 by improving the portion from 5th Street to Mill Street.

The proposed project is located at the intersection of 4th and Bridge Street, and proceeds Southeasterly to the intersection of 5th Street and Southwest M Street.

The proposal consists of the realignment of Southwest Bridge Street from Southwest 4th Street to Southwest 5th Street, a project distance of 567 feet. The improvement will consist of construction of a 44 foot wide curb to curb roadway in a 60 foot right-of-way. Construction will include excavation, miscellaneous drainage, placement of crushed rock base, curb and gutter, asphalt paving and five foot wide sidewalks. There will also be some miscellaneous rearrangement of utilities within the project limits. The major portion of the right-of-way has been previously purchased. Right-of-way yet to be obtained consists of one parcel owned by the State of Oregon and occupied by the Highway Division Maintenance operation.

The project extends from engineers station 14 plus 83 to 20 plus 50, 567 feet in length. Excavation would be performed throughout this length to provide for construction of the rock base, curb and gutter, and asphalt paving. Drainage work required is minimal because of existing storm drains in the area. drainage work will consist of catch inlets and the connecting pipes. Sidewalks will be constructed on both sides of the street for the length of the project.

Some relocation of utilities will be required by the realignment construction. There are two power poles and one telephone pole which must be relocated. Cable TV located on these poles will also be relocated. Water, sewer and gas lines will have some minor adjustments to be made.

Bridge Street will no longer be a through street from 4th Street to 5th Street. New curb and gutter will be placed at 4th and Bridge to prevent traffic from moving Easterly to 5th Street on Bridge Street. Bridge Street in this block will be a dead end with entrance gained from the 5th Street intersection.

Access will be controlled along the new alignment and the only approaches to be granted will be two for the Robert Martin property which were granted as part of the purchase agreement of the property. Curbside parking will not be permitted on the new alignment.

As presented above, this project will serve to eliminate two 90 degree turns on the existing travel route from Southwest 4th Street through the intersection of 5th and M Street. The elimination of these turns and the widening of the street improves the safety and capacity of this travel route convenience to the public is also an advantage of the proposed project.

It is anticipated that right-of-way purchase would be completed by May 30, 1973, construction to begin sometime after July 24, 1973. Estimated construction time would be four months.

MR. MACK: Mr. Norton, you also want to go into the right-of-way procedures, do you not?

MR. NORTON: We have very definite right-of-way procedures. In this case the only property owner still to be dealt with is the State of Oregon, because of ownership of the highway maintenance station there.

There are some procedures that must be read into the record at this time. Any property which may be required for the construction of a project will be appraised on the basis of market value. Market value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any obligation to either buy or sell. To pay more than the market value of property would be unfair to the taxpayers who provide the moneys for road improvements.

To pay less than market value would be unfair to the property owner.

Also, a relocation study is made to determine the eligibility for relocation benefits due each property owner or tenant. Relocation benefits are not a part of market value but rather are in addition to the payment for the real property.

Relocation benefits under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 include:

Item one, relocation advisory assistance.

Item two, a moving payment for those individuals or business who are in occupancy on the first negotiating call for their actual and reasonable costs to move personal property up to 50 miles.

Item three, under certain conditions businesses may be eligible for benefit payments in lieu of actual moving costs.

Item four, a replacement housing payment under certain conditions for owner-occupants of dwellings of more than 180 days prior to the start of negotiations.

Item five, a rent supplement, under certain conditions, for owners and renters of more than

90 days prior to the start of negotiations who prefer to rent.

Item six, a down payment benefit for owner-occupants of dwellings of less than 180 days and more than 90 days and renter-occupants of dwellings of more than 90 days prior to the start of negotiations who elect to purchase a decent, safe and sanitary house.

The Highway Division has published brochures explaining the acquisition and relocation programs. Cities and counties are required to follow the same procedures for their Federal Aid highway projects. Copies of the brochures are available at this meeting.

If you will be one of those involved in any acquisition or relocation activities, we ask that you take them with you to read.

MR. MACK: The right-of-way program for this project will be under the supervision of Mr. Norton, who is located in the City Hall. His telephone number is 476-6641.

Mr. Norton, you now have a prepared environmental statement for us, do you not?

MR. NORTON: We have prepared a statement on the environmental impact, and these statements are available for any of those who wish to see them. We will not read the entire statement at this meeting.

MR. MACK: At this time statements will be taken regarding the proposal. I want to again assure you that the entire proceedings of tonight's hearings are being recorded and will be reviewed and evaluated. Once again I would like to remind you that we will accept additional written comments for ten days after the close of the hearing. We ask that you confine your remarks to the relative merits of the major features of the proposal. Problems of personal concern may be discussed and perhaps resolved after the close of the hearing.

Now I am calling on any elected official in the audience or at the table who wishes to comment on this at all. There being none, is there anybody from the Chamber of Commerce or the utility corporations? Is there anyone in the audience at all that wishes to comment now?

Sir, would you please stand up and state your name?

MR. VOSS: I would still like to know what they intend to do with the alley, because that is going to have a lot of traffic through there.

MR. MACK: Will you state your name for the record?

MR. VOSS: Clephan Voss, 711 Southwest

4th Street.

MR. MACK: You are referring to the condition of the existing alley?

MR. VOSS: That's right.

MR. MACK: Any improvements in the alley would not be a part of this project. You are located somewhere up the alley to the North here?

MR. VOSS: Yes, about middle way.

MR. MACK: Alley maintenance is not under the auspices of this program. That is strictly a City function. The City's policy on alley maintenance is that the City will grade the alley. They do use granite. We do not use rock or gravel. If an alley is to be paved then that is done, the first time an alley is paved is done as part of an assessment project, which means that the adjoining property owners must petition for the project, for this project, the Council has a public hearing, we go through this legal process, and then in effect you pay as a property owner for that portion of the alley, the paving of the alley that abuts your property. The City pays for those common areas that belong to the public in general, such as the concrete approach pan and sidewalks leading into the alleys.

MR. VOSS: Well, what I was getting at, we have quite a bit of traffic through there now.

They cut through there from Bridge all the time, and they graded that today and it was just full of chuckholes, and in the summertime you can't hardly breathe out there in your back yard sometimes with the traffic going by and dust flying. I was wondering if the City would oil it or do something in regard to that.

MR. MACK: We have questions raised all the time about streets, and the City does not oil streets, although you will find in some cases oiled streets in town, and that is assumed by the property owners themselves. As an example, I personally live upon an oiled street, and that cost is borne entirely by me. The City policy attempts to cause the paving of streets and alleys so that we don't have these granite things. In other words, the City will not pave your alley or oil your alley. The condition of the alley remains the same, but as I understand it, it is your feeling that traffic will increase in the alley?

MR. VOSS: That's right.

MR. MACK: When traffic is drawn off of Bridge Street and this goes into a parking area?

MR. VOSS: That's right.

MR. MACK: Why do you believe traffic will increase?

MR. VOSS: There would be an access

on 5th Street coming back around the corner where they will stay off of Bridge entirely coming around there. They cut the corner now a lot coming in there.

MR. MACK: Would it be your idea that this should be cut off?

MR. VOSS: Well, it would either help to do that or make some other provisions for it where we could use it ourselves and the City maintain it and cut out the traffic coming through there all the time.

MR. MACK: What would your neighbors think about not having a two-way access into their parking spaces up and down?

MR. VOSS: I've talked to four of them, Mixons, Keagys and Morgans, and they seem to go along with that.

MR. MACK: So your block would only have access from the North into your garages?

MR. VOSS: That's right.

MR. MACK: You find that preferable?

MR. VOSS: We have them come through now 45, 50 miles an hour and hitting them chuckholes, them cars will bounce up and come back down.

MR. MACK: That's what they do going at that speed.

MR. VOSS: It isn't that. You hang

your clothes up on your dryers out in the yard, and the dust flying through there, you just as well not have washed them.

MR. MACK: You do have the problem with the fast traffic through there now?

MR. VOSS: That's right. Every once in awhile, boy, they come through there.

MR. MACK: Would the project increase your problem?

MR. VOSS: Well, that's something I don't know, but I'm just making a guess, I'd say yes.

MR. MACK: As you can see, the traffic would be limited. It would be designed as a parking zone, and it is designed really for those people who work here in the commercial area towards 6th Street, and the idea is that we would provide off-street parking for at least 16 of these vehicles for half a day at least.

MR. VOSS: I'm not new here. I've lived here for 20 years.

MR. MACK: I don't think you would have a situation with half day parking, --

MR. VOSS: We would have to wait and see.

MR. MACK: In the parking area of people coming or going that frequent. Whoever gets in at

7:30 or eight o'clock in the morning is going to have it until noontime.

MR. VOSS: How about night when the kids start tearing through there?

MR. MACK: Personally, I don't see where this is going to enhance the kids going through the alley. I think they have got that access now, and if they are doing it now this is probably not going to stop it, but I don't think it is going to promote it in any way.

MR. VOSS: We will have to wait and see, I guess. That would be about the only way out of it, but it is going to be a problem one way or the other. That's why I come up here, I brought that issue up. Whatever can be decided upon it.

MR. MACK: Thank you. Do you have anything further you wish to say?

MR. VOSS: No. That's all.

MR. MACK: The Council does have the right, of course, to close up alleys like this. It is not a part of this project. The Federal and State are not going to have a hand in closing the alley. I don't believe it qualifies as part of the project, but personally I would recommend against closing up one end of your alleys. You do have certain utility vehicles which have to use the alleys, such as your sanitation trucks, and you don't want to get cars going into it and finding they can't get all the way through and out and they get back out by backing out.

COUNCILMAN BIRD: It could be closed off at some future date.

COUNCILMAN REESE: Would one-way on that alley help at all, in other words, from the North?

MR. MACK: This is a possibility. Would a one-way alley assist? I really don't know. Mr. Norton, do you have any opinions?

MR. NORTON: I think the one-way alley situation would be difficult to enforce. We can put the signs up and give an indication, but the location of the alley and the sort of traffic we have I think would be a matter of if theyare driving that way they are probably going to use the alley even then.

COUNCILMAN REESE: It might be tough to enforce, but I think it would restrict the flow if they are having this type of problem. In other words, if you came from the North to the South they would have entrance, but there would be no way of getting from the cul-de-sac into the alley and traffic being drawn into that area would have no access of using the alley.

COUNCILMAN ARNOLD: It would become

somewhat restricted on that. As it stands now there are two ways out, and if this goes there is only one way out.

MR. MACK: The suggestion is if there were one-way flow to the South down the alley it would prevent vehicles from turning using the alley and promote this turn-around area to get out of the area. Is this a solution you think to the problem that you see?

MR. VOSS: It might be. Might help it a lot.

MAYOR CHRISTIANSEN: Has everyone had a chance to give their comments regarding the proposal? Is anyone present who might have said "No" on a card but would like to change his mind and make remarks at this time? Once again I would like to point out -- excuse me. Would you stand, sir?

MR. HOOVER: I'm A. L. Hoover, and we have the corner of 5th and Bridge, and I don't know if this is the right time to bring this up or not, but we are concerned with closure of the street from the point of we have a piece of commercial property now with the traffic passing by, and of course, we will be closed off completely with this closure, so I've talked with Mr. Mack regarding some sort of keeping this from being completely at a loss, from losing our traffic flow potential on a business property, commercial property, and somewhat restricted on that. As it stands now there are two ways out, and if this goes there is only one way out.

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MR. MACK: Sir, the answer to your

question is no, that if it were public off-street parking it could not be credited to your own commercial development on your own private property. I would like to ask the question as to who told you that this was possible?

MR. HOOVER: Well, I think I'm talking to the man right now. I think we talked about it.

MR. MACK: You talked with me six months ago, but never would I have said that you could commit public parking area to your own commercial parking. If the area, what you are referring to, Mr. Hoover, is if the street were vacated if the street would revert to the adjoining property owners, in which case the adjoining property owners would have land, in Mr. Hoover's case he would have half of the street and he could use the street, which is now no longer public property, as parking for his own private development. Mr. Hoover, your property is zoned commercial, is it not?

MR. HOOVER: I don't know what the zoning would be.

MR. MACK: Let's take a look at the zoning map. Is there an existing commercial use upon the property, or is it residential right now?

MR. HOOVER: Residential. There is a house there.

MR. MACK: Your property is presently C-3, which is a limited commercial zone, but it is not presently developed into commercial. What is your specific proposal on this project? What changes do you envision?

MR. HOOVER: Well, I don't want to go down as some sort of a thing I think that you kind of intimated in the article, that I'm looking for personal gain or something, because I think I'll take a personal loss by taking a piece of property that now is subject to traffic type of business and will be eliminated from that completely under this proposal. We are not talking about stopping the change of the street, but we did wonder if there was some way we wouldn't be penalized quite so severely from this particular move. I think the street should have been changed long ago, many years ago, so it isn't that. It's just the idea that we never anticipated the street being closed. This was something that's just come up new.

MR. MACK: What I'm trying to get is specifically how you feel injured in this particular case. I'm not trying to put words in your mouth, but I'm trying to find out definitely how you feel your property has been injured. Is it because you feel you were on a blind corner?

MR. HOOVER: That's right.

MR. MACK: At one time, and under this you no longer would be?

MR. HOOVER: It could handle a traffic bearing type of business. With street closure it would be limited to a 5th Street entrance type thing.

MR. MACK: Bearing in mind what the City -- you know that a C-3 zoning would require on-site parking facilities?

MR. HOOVER: That's exactly what I'm talking about.

MR. MACK: What potential or type of development could you see on your property right now, figuring nothing is changed, under the current city zoning?

MR. HOOVER: Well, I just don't know. I'm not trying to develop anything myself. That's for someone else to do. There are lots of drive-in type business that could go there now.

MR. MACK: What is the current square footage on your lot?

MR. HOOVER: 7500 square feet, roughly.

MR. MACK: With off-street parking setback is required on that property. You own somewhere to basically back here, am I right? This garage here and -- I'm sorry.

MR. HOOVER: Well, the little building on the back there is pretty much over to the West line.

MR. MACK: I'm trying to get some specific statement. Are you opposed to the project?

MR. HOOVER: Absolutely not. I made that statement. I thought it should have been done years ago when they first came out with it.

MR. MACK: What would you like to see done different than this proposal?

MR. HOOVER: I knew I shouldn't have come up here, because I knew that's what I was going to get involved in, causing me to go back up on the hill again. I asked the question, I came to you and talked to you personally about it, and you led us to believe, and I think you talked to Mr.O'Connor on the same subject, he told me you did, anyway, that we would probably be allowed this parking area that you just got through inviting the neighbors of the surrounding area to come there and park all day parking, which I think is an unfair thing to do. That should belong to the people that's going to have a business there. I would think it would be for their use, but the question was will we be granted this space towards -- in other words, we could build a larger building on the property and have this as part of the parking area credit.

MR. MACK: As long as access is required for the alley here, and I don't think vacation of this alley is the answer.

MR. HOOVER: I do. I think closing this end of the alley is the answer, because your garbage trucks pick up with those little bugs and they can turn around on a dime.

MR. MACK: That's true. I hadn't thought about those little bugs.

MR. HOOVER: They don't use any big trucks to speak of in the alley other than the oil truck, and he can back half a block.

MR. MACK: You are in favor of vacating the street?

MR. HOOVER: If you are going to use it for parking all you are doing is killing half of your parking space because you have to leave their driveways open that are there; right?

MR. MACK: Right. What would you propose these adjoining property owners use the new-found street for? They've got half the street that they own.

MR. HOOVER: Looks to me like the picture says for parking.

MR. MACK: How would they get access

to it if the property belonged to you here, this half of the street, and to this property owner here?

MR. HOOVER: I'll have to be excused. I think you are trying to confuse the whole issue here, and I can't go through it.

MAYOR CHRISTIANSEN: Is there any further comment from the audience? Once again I would like to point out to you that written statements will be accepted for ten days after the close of the hearing and that these statements will be made a part of the record of this hearing. All information developed in support of this proposed project will be available upon request at the City Hall for public inspection and copying at any time prior to the location and design of the project being approved by the Federal Highway Administration.

For the last time, is there anyone present who wishes to make a statement? There being no further testimony, I want to thank all of you for being present tonight, and now declare this hearing officially closed at 8:50 p.m.

--000--

Certificate

Fourth and Bridge Street Safety Project

Corridor Design Public Hearing

I, Carolyn Sieger, Official Court Reporter for the First Judicial District of the State of Oregon, Josephine County, hereby certify that the foregoing thirty one (31) typewritten pages contain a true transcript of my shorthand notes taken at the public hearing in the above entitled matter at the time and place therein stated.

IN WITNESS WHEREOF, I have hereunto set my hand at Grants Pass, Oregon, this 1st day of March, 1973.

Carolyn Sieger

Carolyn Sieger
Court Reporter
Courthouse
Grants Pass, Oregon 97526

7917

MEMO TO FILES

April 10, 1973

Re: Footpaths and Bicycle Trails
TOPICS Project T-5012(1)
4th St.-5th St. Section
Bridge Street
City of Grants Pass

Sidewalks will be constructed as part of this project. By City ordinance bicycles may be ridden on sidewalks outside of the downtown core area.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: E. S. Hunter
R. L. Schroeder
F. L. Hall
W. J. Hart
Victor Wolfe
J. H. Versteeg

NOTED
E. S. HUNTER

RECEIVED
APR 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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MEMO TO FILES
April 10, 1973

Re: TOPICS Project T-5012(1)
4th St.-5th St. Section
Bridge Street
City of Grants Pass

The City has not forwarded hearing data for this project as yet.

It is anticipated that location/design approval is still 3 to 4 weeks away, therefore, the earliest date that right-of-way may be purchased is sometime around the middle of May.

In order to allow ample time to clear this project it will be necessary to reschedule it from the May 24, 1973 bid opening to the June 21, 1973 bid opening.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: A. E. Johnson
R. L. Schroeder
J. B. Boyd
F. L. Hall
Victor Wolfe
L. H. Young
C. G. Swenson
B. L. Gifford
J. H. Versteeg

RECEIVED
COUNTY & CITY SECTION
APR 10 1973
☑ ENGR. ☑ COOR. ☑ UE ☑ AE ☑ ME
☑ UPE ☑ CE ☑ RE ☒ DPE ☐

Ira 13
Grants Pass

FORM K-20

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE March ~~29~~ 30, 1973

TO F. B. Klaboe, State Highway Engineer
BUILDING

FROM John R. Oakes
John R. Oakes, Assistant R/W Engineer

SUBJECT M - 68
Grants Pass Maintenance Site
Josephine County

After discussing the eventual disposition of this site with you and Mr. Haskin, it was discovered that the right of way for the Topics project included full control of access.

The plan has been that a temporary permit would be given to the State for an approach until the new Maintenance Station was in operation.

We have revised our appraisals and it appears that the value of the taking, including damages for landlocking the remainder, is $13,500 consisting of $2,500 for the land and $11,000 for damages.

With your approval, we will offer the right of way to the City for $6,750.

JRO:ha

cc W. H. Haskin

Oakes. Answered verbally - sell entire property with rent free for 2 yrs.
3-30-73

RECEIVED
STATE HWY ENGR
MAR 29 '73
REFER TO
FOR
Info | Invest | DIR | Comm | Act | File

7917

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

March 27, 1973

Keep

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT 4th Street-5th Street Section
Bridge Street
City of Grants Pass, Oregon
TOPICS Project T-5012(1)

This negative declaration precedes our request for location design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT Southwest Bridge Street is an east-west arterial street extending from the county road system west of the Grants Pass City Limits to S.W. 5th Street; in conjunction with S.W. "M" Street, Bridge Street completes an arterial system that extends to the east city limits and beyond.

This project provides for a 567-foot section of new city street that will connect Bridge Street directly to "M" Street, which presently joins 5th Street approximately one block to the south of the Bridge Street intersection. This new alignment will begin at the "M" Street-5th Street intersection and tie into Bridge Street near S.W. 4th Street. The length of Bridge Street not utilized, approximately 300 feet, will terminate near S.W. 4th Street.

PURPOSE OF PROJECT The purpose of this project is to complete an on-going street and road improvement program on Bridge and "M" Streets that was started in 1963 by an agreement between Josephine County and the City of Grants Pass. The project is the last link of this east-west arterial street to be improved.

RECEIVED
APR 5 1973
OFFICE ENGINEERING SECTION

Chan

Except for the short section between 4th and 5th Street, Bridge Street was improved to a 44-foot curbed street with two twelve-foot travel lanes, ten-foot parking lanes, and a five-foot sidewalk on each side of the street. "M" Street was also improved to these standards.

EXISTING ENVIRONMENTAL SETTING

Bridge Street serves a highly developed residential area within the city limits of southwestern Grants Pass. Residential and commercial developments also extend along the street to the west outside of the city limits. "M" Street is a similar facility, extending from S.W. 5th Street through the business district to residential and industrial districts within the eastern city limits of southeast Grants Pass. A portion of the construction area is owned by the Oregon State Highway Division, although most of it belongs to the City of Grants Pass. The city property is undeveloped. Along the south edge of Bridge Street, there are four giant redwood trees growing amidst other vegetation.

The proposed new alignment will leave these trees on a small triangle of land outside of the roadbed. It is the City's intention to remove the existing sidewalk from this area and to do further landscaping to develop a mini park around the redwoods.

The State-owned property is an Oregon State Highway Division maintenance station, approximately 1.1 acres in size, and is used for the storage of maintenance equipment and material. A large building on the property provides office space as well as service and storage area for equipment. It is anticipated that this property will be sold to the City after a new maintenance station is built.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Except for a triangular-shaped parcel of land on the northeast corner of the State Highway maintenance yard, approximately 0.1 acre, all construction will be on city-owned street right-of-way. No individuals, private homes, or businesses will be displaced by this proposal.

There will be some disruption of traffic during construction, but because the major portion of the project will be on a new alignment, this disruption should not be significant. During construction, there will be signing, flagging, and illumination, as required by standard specifications on all projects for the protection of the public. Alternate routes bypassing the construction area are available.

There are no significant cut or fill sections required in the construction of this project. Consequently, additional sites for material sources or waste disposal are not needed. Surfacing materials are available through local commercial sources, therefore it will not be necessary to develop any new rock quarries or gravel pits.

The new alignment connecting Bridge Street directly to the "M" Street intersection will alleviate congestion caused by the left-turn movements of east-west traffic crossing 5th Street. At present, some traffic is avoiding this congested section by traveling north on 4th or 5th Street to the central business district. It is anticipated that this traffic will utilize Bridge Street to take advantage of the more convenient route to the Redwood Highway couplet by way of the "M" Street connection. As a result, there will be a decrease in traffic on 4th and 5th Streets with a corresponding increase on Bridge and "M" Streets between 4th Street and the Redwood Highway. Due to the improved traffic flow provided by the new alignment, this increase in traffic will not cause any significant impacts in the area.

Although the bypassed section of Bridge Street will be closed by a cul-de-sac near the 4th Street intersection, it will continue to provide local residents with access to 5th Street.

A public informational hearing was held in the county courthouse at Grants Pass on February 21, 1973, at which time the proposed project was presented, and comments were solicited. There were no adverse comments or criticisms presented at the hearing.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

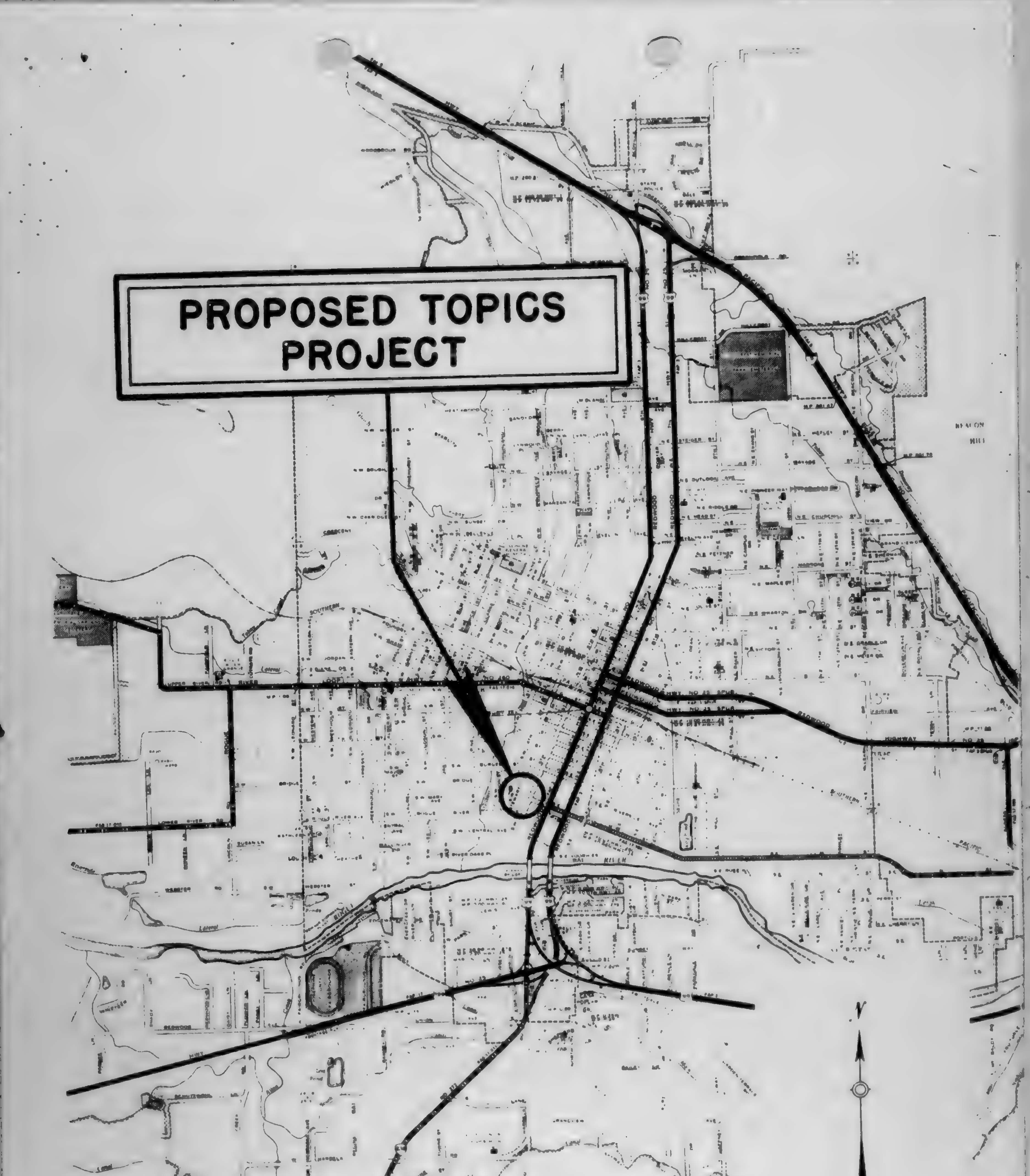
Concur Vernon V. Cusack APR 4 1973
Division Engineer

EW:dg

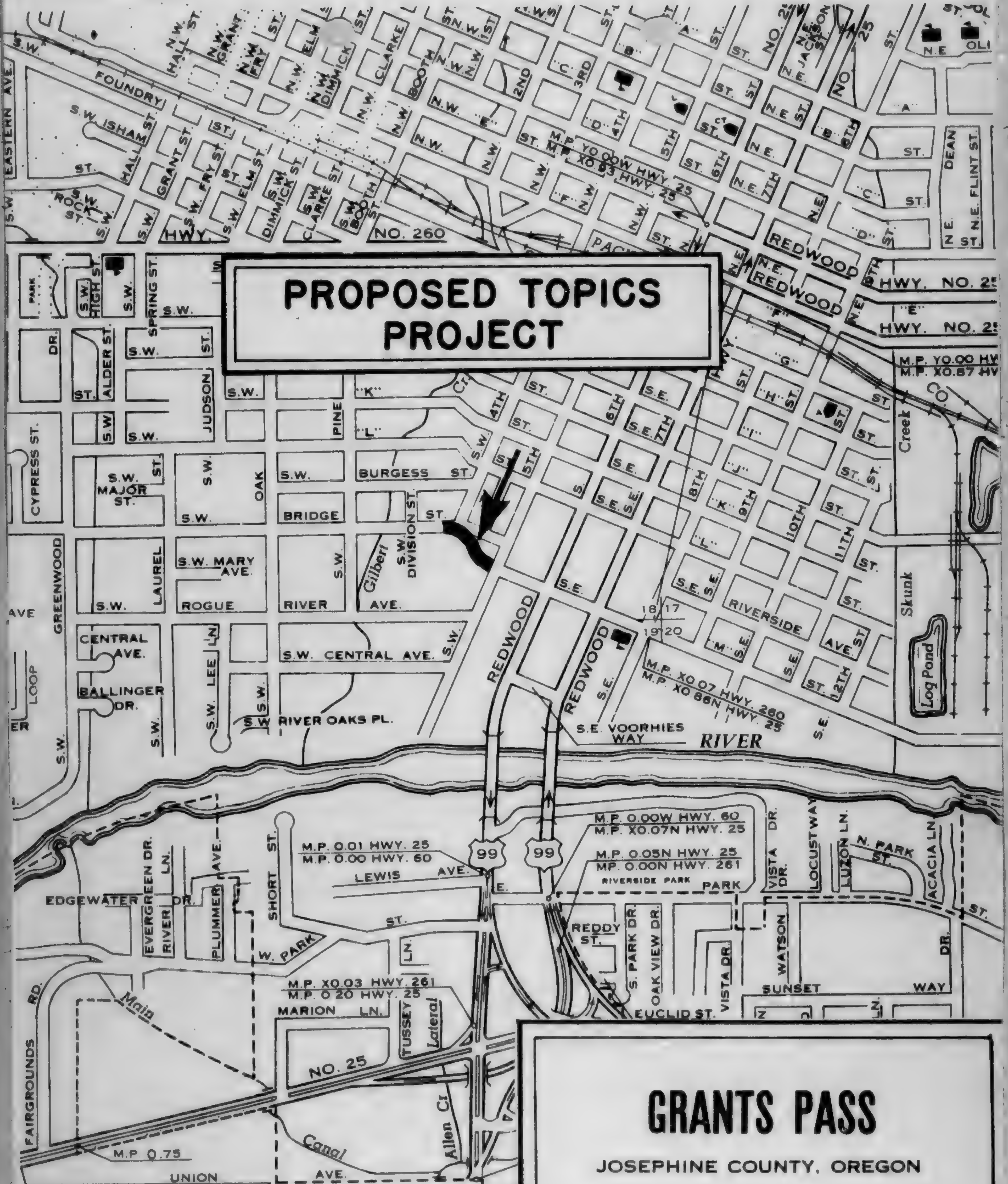
4/5/73

cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
H. S. Coulter
E. S. Hunter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
J. H. Versteeg

cc: R.L. SCHROEDER
H.S. COX
D.R. BYARD
R.N. CHASE


PROPOSED TOPICS PROJECT
N
GRANTS PASS

PROPOSED TOPICS PROJECT



FOUNDRY
S.W. ISHAM ST.
EASTERN AVE.
S.W. ROCK ST.
HALL ST.
GRANT ST.
S.W. FRY ST.
S.W. ELM ST.
S.W. DIMMICK ST.
S.W. CLARKE ST.
S.W. BOOTH ST.
HWY. NO. 260
N.W. HALL ST.
N.W. GRANT
N.W. FRY
N.W. ELM
N.W. DIMMICK
N.W. CLARKE
N.W. BOOTH
N.W. 1ST
2ND
3RD
4TH
5TH
6TH
7TH
8TH
A ST.
B
C
D
E
F
G
H
I
J
K
L
M
N.E. JACKSON ST.
HWY. NO. 25
M.P. Y0.00W HWY. 25
M.P. X0.83 HWY. 25
N.E. REDWOOD
REDWOOD
HWY. NO. 25
M.P. Y0.00 HWY
M.P. X0.87 HW
DEAN
N.E. FLINT ST.
N.E. 9TH
PACIFIC
PARK
S.W. HIGH ST.
S.W. SPRING ST.
S.W. ALDER ST.
S.W. JUDSON ST.
PINE
"K"
"L"
S.W. 4TH
S.W. 5TH
S.W. BURGESS ST.
S.W. BRIDGE ST.
S.W. DIVISION ST.
CYPRESS ST.
S.W. MAJOR ST.
S.W. OAK
S.W. MARY AVE.
S.W. LAUREL
S.W. ROGUE RIVER AVE.
Gilbert Cr
GREENWOOD
CENTRAL AVE.
BALLINGER DR.
S.W. LEE LN
S.W. CENTRAL AVE.
S.W. RIVER OAKS PL.
LOOP
S.E. 6TH
S.E. 7TH
S.E. 8TH
9TH
10TH
11TH
S.E. 12TH
S.E. RIVERSIDE AVE.
REDWOOD
S.E. REDWOOD
18 17
19 20
M.P. X0.07 HWY. 260
M.P. X0.88N HWY. 25
S.E. VOORHIES WAY
RIVER
Creek
Skunk
Log Pond
M.P. 0.00W HWY. 60
M.P. X0.07N HWY. 25
M.P. 0.05N HWY. 25
MP. 0.00N HWY. 261
RIVERSIDE PARK
PARK
M.P. 0.01 HWY. 25
M.P. 0.00 HWY. 60
99
99
LEWIS AVE.
EDGEWATER DR.
EVERGREEN DR.
RIVER LN.
PLUMMER AVE.
SHORT ST.
W. PARK ST.
REDDY ST.
S. PARK DR.
OAK VIEW DR.
VISTA DR.
LOCUST WAY
LUZON LN.
N. PARK ST.
ACACIA LN
WATSON
SUNSET WAY
EUCLID ST.
M.P. X0.03 HWY. 261
M.P. 0.20 HWY. 25
MARION LN.
TUSSEY LN.
Lateral
Main
FAIRGROUNDS RD.
NO. 25
M.P 0.75
Canal
Allen Cr
UNION AVE.
Canal
RD.

GRANTS PASS

JOSEPHINE COUNTY, OREGON

7917

OREGON STATE
HIGHWAY DIVISION

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Mr. Roy W. Norton
Public Works Director
City Hall
Grants Pass, Ore. 97526

March 27, 1973

Re: TOPICS Project T-5012 (1)
4th Street-5th Street Section
Bridge Street

Dear Mr. Norton:

Just before seeing your March 19 letter, I talked with Bob Mack by phone about your proposed taking for the subject project. I think we are in general agreement with respect to disposition of both the portion of our property to be used for roadway purposes and the remainder.

I have asked our Right of Way Supervisor to contact you and Mr. Mack to commence negotiations. You should hear from him soon.

Very truly yours,

J. H. VERSTEEG
Region Engineer

ORIGINAL SIGNED BY J.X. WILSON

By J. X. WILSON
Region Construction Engineer

JXW/cw

cc H. S. Coulter
D. H. Moehring
H. S. Cox
J. B. Boyd
L. W. Riley
George Thornton

T

March 19, 1973

Mr. J. H. Versteeg
Region Engineer
Oregon State Highway Division
Region 3
P.O. Box 1128
Roseburg, Oregon 97470

Re: TOPICS Project T-5012 (1)
4th Street-5th Street Section
Bridge Street

Dear Mr. Versteeg:

The City of Grants Pass has recently held a formal hearing for the corridor design of the above project. I would like to begin right-of-way negotiations for the Highway Division owned property which will serve as part of the project. Would you have your right-of-way agent contact me soon on this project.

Very truly yours,

Roy W Norton

Roy W. Norton
Public Works Director

RWN/pm
cc: Dick Bladhorn
George Thornton
Harstad
City Manager

RECEIVED
COUNTY & CITY SECTION
MAR 21 1973
☑ ENGR. ☑ COOR. ☑ CE ☒ LE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

3-28-73
Phoned Region - Spoke to John Holcomb - told him to caution Hal that we can not commit ourselves until we have Loc/des. approval. Suggested that a meeting be setup between region - City - R/w and County/city.

B

7917

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 15, 1973

TO E. S. Hunter
Assistant State Highway Engineer

FROM Frank L. Hall
Road Design Engineer

SUBJECT Grants Pass Maintenance Station - MAI 14-2
TOPICS Project T-5012(1)

Here is correspondence on the subject file. The property is our present maintenance station in Grants Pass which may be needed for at least two years until our new facility is constructed. The City wishes to purchase the entire site.

Region recommends sale providing we can continue use of the site until our new facility is ready. Preliminary Design concurs and includes a junkyard clause. Traffic, Landscape, Parks, Maintenance, Location and Construction concur.

ROW 10-3-2

It is recommended the site be sold to the City of Grants Pass with a junkyard clause and providing the State may continue use until the new set up is ready.

DNS:jh
cc: W. H. Haskin

3-19-73
Concur
ES Hunter
by WMM

RECEIVED
MAR 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-19-73
original & attachments
to Frank Hall

T

Box 300
Salem OR 97308

FILES

March 6, 1973

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COUNTY & CITY SECTION
MAR 9 - 1973
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

T. P. Lowe, Area Engineer
Salem, Oregon

Original Signed by
T. P. LOWE

Project T-5012(1)
4th Street-5th Street (Grants Pass) Section

I attended the public location-design hearing for this project held by the Grants Pass City Council in their council chambers at 8 PM February 21, 1973. Approximately 40 people attended the meeting. The meeting was held as part of the normal City Council meeting. There did not seem to be much interest in the public hearing and therefore I had a general feeling that only a handful, say five people or so, were interested in this project.

In general the city's presentation complied with the requirements of PPM 20-8. There was ample opportunity given for presenting statements and the optional method of submitting written statements was fully explained. Other matters such as purpose of the TOPICS Program, funding, relocation process, etc. were adequately covered.

A negative environmental statement prepared by the city was made available at the hearing. This was the first time I had seen this statement and a review of it following the meeting revealed that it was a reasonably complete negative declaration. It briefly addresses itself to the effect that the project will have on the ambient noise level in the area. The general opinion that the new project will result in less noise than the existing system was offered. There was no reference to noise standards or no indication that any technical data had been collected or analyzed to substantiate this opinion.

It is our policy to require our approval of the negative declarations prior to public hearing. Due to misunderstandings that did not occur for this project. I suggest that in the future on FAS-C projects and TOPICS projects administered by local authority that such approval be requested prior to the hearing.

Two persons made formal statements. Both clearly stated they were in favor of the project as a whole however each had one item to discuss. The first, Mr. Voss, (the name was not clear) discussed an existing problem with the alley that runs off the existing alignment. This section of existing alignment will be changed to a parking area and Mr. Voss felt

(more)

that it may increase traffic in his alley. He is primarily concerned with safety and dust from traffic on the dirt alley. The council discussed the utilization of one-way sign designation on this alley to further limit its use. Mr. Voss seemed in favor of closing the alley and indicated that he represented several other adjacent owners. This matter will have to be evaluated prior to approval of the project. The second speaker, Mr. Adolph Hoover, owns a piece of property adjacent to the existing alignment. He was concerned that the relocation of the traffic away from his property will have some detrimental effect to the value of the property. It was noted that his property is zoned light commercial although it is being used as a residence at this time. As I understood him he seemed to feel that he would receive some financial damage from the project should he ever decide to sell his property to a commercial concern. This appeared to be a right of way problem and should be evaluated prior to final approval of the project.

cc: OSHD (H. Cox)

TPL:ch

Grants Pass

Salem, Oregon
March 6, 1973

Grants Pass Maintenance Site

J. H. Versteeg
Regional Engineer

REGION 3

On February 26, 1973 you corresponded with me regarding the disposal of the Grants Pass maintenance site. You advise that the City of Grants Pass might desire to take title to the entire site and expect to pay 1/2 the appraised value with a public use clause in the conveyance instrument.

I am attaching a copy of a letter I wrote to H. S. Coulter on the subject, and his comments are in the margin of the letter. Since the City of Grants Pass would not plan to use the entire site, I would expect that they would desire to acquire only the 4,200 square feet needed for the project. The balance of the area I would expect to stay in State ownership until our new site was opened, and at time we would probably sell it at public auction.

?

D. H. Moehring
Maintenance Engineer

DHM:mlp
Attachment

Co-Cty

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MAR 13 1973
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UP
☑ DPE ☑ CE ☐ RE ☑ RPE ☐

7917 5

FORM 2-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Roseburg, Oregon
February 26, 1973

SUBJECT:

To: D. H. Moehring
Maintenance Engineer
S A L E M

A Topics project at 4th & Bridge in Grants Pass will require a portion of our maintenance station property. The City of Grants Pass is proposing that they purchase the whole property and at a later date, they will sell the excess for private development.

Our Right of Way Section has appraised this property and has come up with a value of $35,700. The City may come to us with a proposal to purchase the property at half the value because it is for public use. As we are having to relocate our maintenance station and will have the additional cost of acquiring a new site, I think we should get full value for the property.

copy mail 14-2

Attached for your information is a copy of the appraisal report. I would suggest that a final decision is needed at this time on what basis to set the sale price. Are we going full price as per the appraisal or on some other basis?

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

JHV/cw
Attach.

cc H. S. Coulter ✓
H. S. Cox
J. B. Boyd
L. W. Riley

RECEIVED
FEB 27 1973
Office of
Assistant State Highway Engineer

STATUS TOPICS FUNDS

The status of TOPICS funds as of the date below is shown in the following tabulation. Federal funds are the governing factor in this status, and the actual apportionment of federal funds to each jurisdiction is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

For estimating and programming purposes, federal funds are assumed to represent approximately 60% of total costs, and total TOPICS funds (include federal funds 60%, state funds 20%, and local funds 20%) are arrived at by dividing the available federal funds by 60% and rounding to even thousands.

Allotment of Federal Funds:

Fiscal Year	
1970	$ 23,459
1971	24,162
1972	11,331
1973	11,081
1974	
1975	
1976	
1977	
1978	
1979	
1980	
TOTAL	$ 70,033

1-29-73

Federal Funds Obligated for Projects Programmed to Date:

	Section	Federal Funds Final	Federal Funds Estimated
T-5012(1)	4th St-5th St Section of Bridge St	$	$ 35,000
T-5012(2)	Areawide TOPICS Plan		6,000

FEDERAL FUNDS

Allotment		Obligated		Unprogrammed Balance
$ 70,033	-	$ 41,000	=	$ 29,000

TOTAL FUNDS

$ 29,000 ÷ ~~0.60~~ 0.6356 = $ 45,000 (Unprogrammed Balance)

GRANTS PASS

1-29-73

January 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. T-5812(1)
4th St.-5th St. (Grants Pass) Section

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. This submission is for a partial agreement at this time covering the estimated costs of the preliminary engineering field work authorized on September 29, 1971. The project agreement estimate reflects an increase in the estimated total cost and federal funds for the project as programed as a result of an increase in expenditures for preliminary engineering field work, with the remaining preliminary engineering and construction work retained in program status pending further authorizations. Two copies of the project agreement have been signed by a highway official.

PNC:ed

STATE COPY

Oregon State Highway Division

Federal Aid Project
No. T-5012(1)

4TH ST.-5TH ST. (GRANTS PASS) SECTION

CITY STREET IN JOSEPHINE COUNTY

Salem, Oregon, January 26, 1973

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 3,000.00
	Total	$ 3,000.00

Length of Project - - - - - - - - - 0.13 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 3,000.00	$ 1,900.00	$ 550.00	$ 550.00
Retain in Program				
P.E. (PS & E Prep.)	1,000.00	600.00	200.00	200.00
Contract Work				
Grade & Pave	52,000.00	33,000.00	9,250.00	9,250.00
Total	$56,000.00	$35,500.00	$10,250.00	$10,250.00

Group 1 - 100%

Prefix 17-0601

T

TELEPHONE: 476-6641

214 S.W. 4TH ST.

CITY OF GRANTS PASS

CITY HALL + FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

January 24, 1973

Mr. Dick Bladhorn
Urban Program Engineer
County and City Section
Highway Division
405 State Highway Bldg.
Salem, Oregon 97310

Re: TOPICS Project T-5012(2)
~~Areawide TOPICS Plan~~
(4th & Bridge St. Project)

Dear Dick:

I have enclosed a copy of the environmental statement for the 4th Street and Bridge Street TOPICS Project. Any comments you have would be appreciated.

Very truly yours,

Roy W Norton

Roy W. Norton
Public Works Director

RWN/jp
Encl.

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COUNTY & CITY SECTION
JAN 29 1973
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☑ CE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

TELEPHONE: 476-6641

214 S.W. 4TH ST.

CITY OF GRANTS PASS
CITY HALL + FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of a Federal Aid TOPICS project on the 4th Street and Bridge Street realignment in the City of Grants Pass.

1) Location & Description of project:

The proposed project is located on S.W. Bridge Street in the City of Grants Pass, Josephine County, Oregon between 4th Street and the intersection of S.W. 5th Street and S.W. 'M' Street.

The proposal consists of realigning S.W. Bridge Street from S.W. 4th Street to S.W. 5th Street; a project distance of 567 feet. The improvement will consist of constructing a roadway 44 feet wide curb to curb, including excavation, curb and gutter, rock base, asphalt paving, 5 foot sidewalks in a 60 foot right-of-way. A portion of the right-of-way exists and a portion remains to be obtained. Right-of-way yet to be obtained consists of one parcel owned by the State of Oregon, Highway Division. There will also be some miscellaneous rearrangement of utilities within the project limits.

2) Purpose of the project:

In 1963, the City of Grants Pass and Josephine County began a joint project to improve S.W. Bridge Street and S.W. 'M' Street from the

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JAN 29 1973
☑ ENGR. ☐ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

westerly city limits to the easterly city limits to provide a cross town traffic arterial just north of the Rogue River. This would upgrade existing streets to give needed safety and convenience to the neighborhood, the increasing volumes of traffic which served residential industrial and market areas. Construction was to be a 44 foot wide roadway and the full length was to be built in sections. Construction progressed as follows:

1963 - 0.77 miles on Bridge Street from 4th Street to the westerly city limits.

1964 - 0.53 miles on 'M' Street from Mill Street to the easterly city limits.

1968 - 0.72 miles on 'M' Street from 5th Street to Mill Street.

The remaining section from 4th Street to 5th Street would eliminate two (2) 90° turns and is of vital importance for the movement of traffic volumes encountered in this area and for the safety of that traffic. The existing and proposed 60 foot wide right-of-way are of sufficient width to permit the construction of the proposed project.

3) Environmental Impact:

The proposed construction will result in the realignment of the traveled route which will in turn reduce noise and congestion on the existing intersections of 5th Street with 'M' Street and Bridge Street. A certain amount of traffic now uses other sections rather than endure the inconvenience of the existing intersection. The return of this traffic to the Bridge Street-'M' Street artery will properly relieve these alternate routes of excess traffic and noise.

The new construction will not require the removal of any existing residential units or other buildings. The usefulness of the Oregon Highway Department maintenance facility will be considerably restricted and could cause the relocation of this function.

There are existing over-mature trees and bushes which will be removed from the right-of-way. The City Park Department has plans to replant any which can be salvaged.

There are no streams, animal areas, park, recreation or agricultural sites which will be affected by this project.

A minor drainage line will be installed and connected to an existing drainage system which was previously installed and has sufficient capacity to properly serve this new area. All new construction will be at existing grade and will not require the construction of any cut banks or fill slopes which would give erosion problems or cause unsightliness.

The elimination of the two (2) 90° turns does require the allocation of added land to right-of-way purposes. However, the use of this new right-of-way will considerably ease the flow of traffic resulting in less stopping, accelerating and turning. This in turn produces less noise, air degradation and inconvenience to traffic flow.

There will be some inconvenience to traffic during construction. However, most of the project is on new right-of-way and the inconvenience to traffic during construction will be minimal. The Bridge Street-'M' Street route is a major artery for traffic which is east bound and west bound between the Southern Pacific Railroad and the Rogue River. It serves as a principal route for industrial traffic (gravel trucks and logging trucks) as well as an access route for commercial, residential and market areas. The extension of these streets beyond the city limits reaches into areas which are developing increased residential useage with a resultant increase of the traffic volumes both inside and outside the city limits on this arterial. The alignment and improvement of the street provides for increased capacity and safety as well as reducing the amount of noise and inconvenience to adjacent property and the traveling public.

4) Basis for Negative Declaration:

The project was included in the 1954 traffic survey for Grants Pass and vicinity. It has been included in the planning and construction efforts of the City of Grants Pass and Josephine County for the past many years. The construction of the proposed project will complete the improvement of this east/west artery within the city limits. The detrimental impact upon the environment is nil.

Very truly yours,

By: Roy W Norton
Title: Public Works Director

7

TELEPHONE: 476-6641
214 S.W. 4TH ST.

CITY OF GRANTS PASS
CITY HALL + FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

February 23, 1973

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

re: TOPICS Project T-5012(~~2~~ 1)
~~Areawide TOPICS Plan~~
~~Grants Pass Urban Area~~

Dear Mr. Cox:

The enclosed statement is an addendum to the Negative Declaration for the Grants Pass TOPICS project at S.W. 4th Street and S.W. Bridge Street. It is being forwarded for inclusion as part of the project documentation at the suggestion of Dick Blad~~k~~orn.

Very truly yours,

Roy W Norton
Roy W. Norton
Public Works Director

RWN/pm
Enclosure

RECEIVED
COUNTY & CITY SECTION
FEB 26 1973
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ BPE ☐

T

Addendum to Negative Declaration
Federal Aid TOPICS Project T-5012(2)
S.W. 4th Street & S.W. Bridge Street
City of Grants Pass, Oregon

There are four large Redwood trees on the South side of Bridge Street between 4th Street and 5th Street. They are located in an area which will remain public property and is in excess of the needs for right-of-way for the construction project. It is the intent of the City to improve this excess area to a parklike appearance and the Redwoods would be the focal point of this 'mini-park.' Sidewalks now at the base of the trees will be removed and replaced with landscaping to add to the comfort of these giants and restore the area immediately surrounding them to a more natural setting. The realignment of the traffic flow will reduce the amount of exhaust emissions in the immediate area, thereby, providing a healthier living climate for the trees.

Additional landscaping will be placed between the curbs and sidewalks for the length of the new realignment.

RECEIVED
COUNTY & CITY SECTION
FEB 26 1973

7917

5

bc: R. L. Schroeder
L. H. Young
F. L. Hall
R. N. Bothman
J. H. Versteeg
T. P. Lowe, FHWA

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 23, 1973

Mr. Roy W. Norton
Public Works Director
City Hall
Grants Pass, Oregon 97526

Re: TOPICS Project T-5012(1)
4th St.-5th St. Section
Bridge Street

Dear Mr. Norton:

We have received your notifcation to hold a corridor-design hearing on February 21, 1973 for the subject project.

Enclosed for your use in conducting the hearing is the following material:

Suggested format (May be used by the hearing officer in the conduct of the hearing.)

Registration cards (To be filled out by persons attending the hearing.)

You will be interested to know that representatives of the State Highway Division and the Federal Highway Administration will attend the hearing.

After the ten days have elapsed for receiving additional written statements, please send this office three copies of a typewritten verbatim transcript of the formal public hearing. In addition, we will also require the following:

1. Copies of all notices, advertisements, newspaper articles, and correspondence in connection with the hearing.

2. A statement giving the time, date, and place of any informal meetings or informational hearings held prior to the time of the formal hearing.

NOTED
R. L. SCHROEDER

RECEIVED
JAN 23 1973
Office of
Assistant State Highway Engineer

3. A statement that the City has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic, and environmental effects of the location and design of the project; and that the City finds that the project is compatible with the urban area's planned transportation system.

4. A statement that the City does request the State Highway Division to seek location and design approval of the project from the Federal Highway Administration.

5. Three copies of the project proposal as presented at the formal hearing for which location and design approval is sought.

If you have any questions or need further information or clarification, please call or write.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Bladorn

for H. S. Cox
County and City Engineer

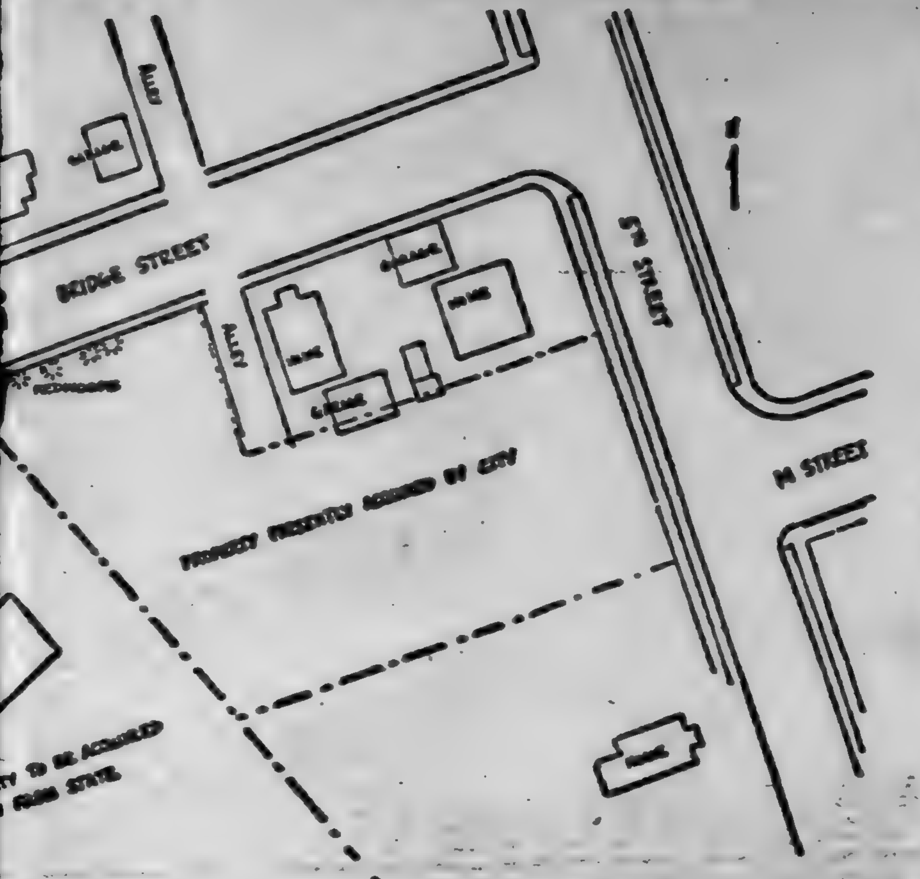
RB:ljt

Encl.

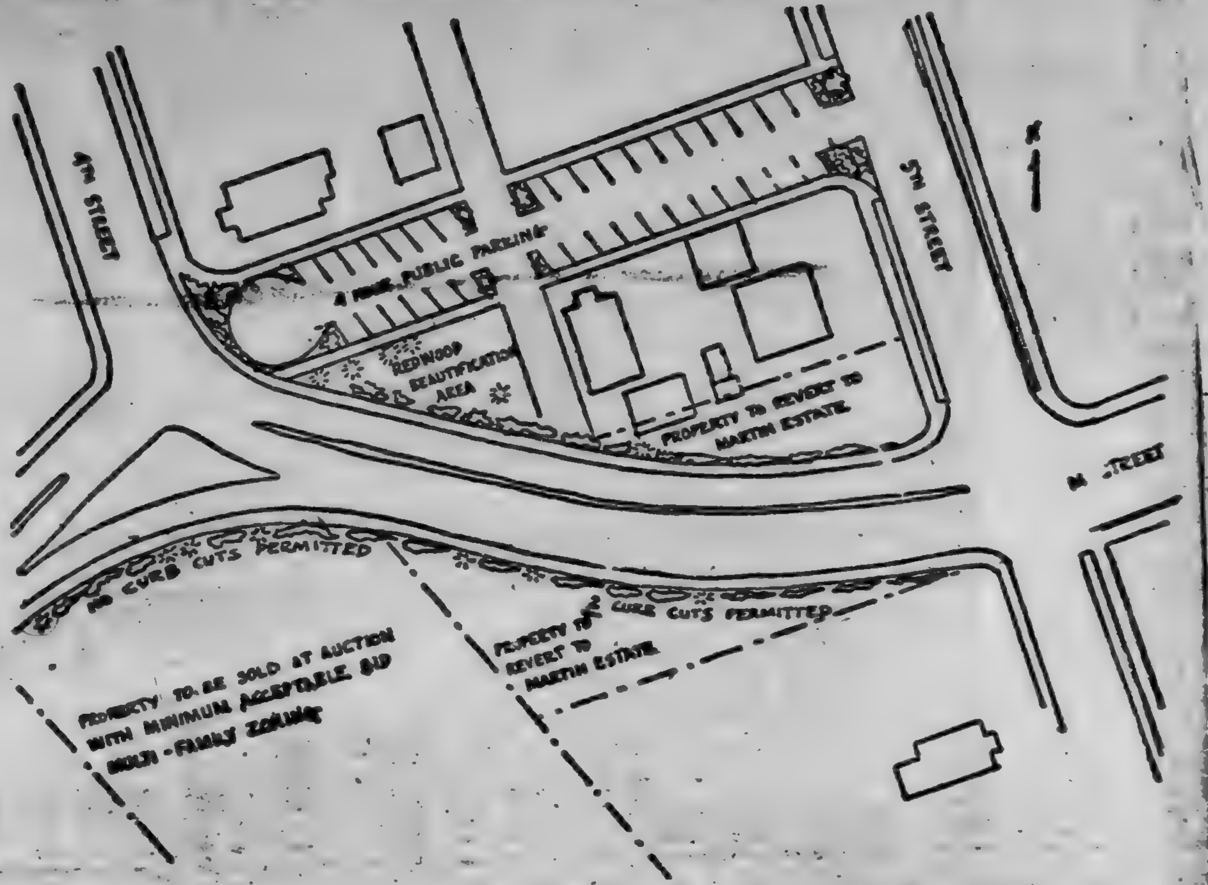
11-15-72

R, Grants Pass, Oregon WED., NOV. 15, 1972

osed Intersection May Provide Parking Lot


ALLEY
GARAGE
BRIDGE STREET
ALLEY
HOME
GARAGE
REDWOODS
PROPERTY PRESENTLY ACQUIRED BY CITY
TY TO BE ACQUIRED FROM STATE
5TH STREET
M STREET

BRIDGE and Fourth as it is at present.


4TH STREET
4 HOUR PUBLIC PARKING
REDWOOD BEAUTIFICATION AREA
PROPERTY TO REVERT TO MARTIN ESTATE
5TH STREET
M STREET
NO CURB CUTS PERMITTED
CURB CUTS PERMITTED
PROPERTY TO BE SOLD AT AUCTION WITH MINIMUM ACCEPTABLE BID MULTI-FAMILY ZONING
PROPERTY TO REVERT TO MARTIN ESTATE

AND AS it is proposed by Grants Pass officials.

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Fifth

Council
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may ac-
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301 SW
of $25,000.
authoriza-

tion of the purchase, and final project design, the council will conduct a hearing in December, seeking public comments and recommendations.

The total construction cost is estimated at $56,000 with state and federal funding under the TOPICS program picking up 80 per cent of the cost, leaving $11.600 as the city's share to finance the project.

It is anticipated that land acquisition negotiations will be completed by March, it will require at least 90 days after that to complete the design and put the project to bid, with awarding of contracts by July according to the time table as of now.

Only a small portion of the state's property is needed for the new thoroughfare. The city's long range plan for the property after the project is completed and the highway department moves its maintenance shops, is to offer the balance of the parcel at auction with a minimum acceptable bid. The property is zoned for multi-family residential.

Also, only a portion of the property the city acquired four years ago from the late Robert C. Martin will be used for the project. The remaining portions of that land in the form of two triangular strips on the north and south sides of the new roadway, will revert to the Martin estate.

Construction of the new roadway will close off Bridge Street at Fourth. Currently the design proposes that Bridge Street between Fifth and Fourth streets be used as an off-street four-hour parking area for both the residents and near-by commercial district. It also would provide access to an alley which services the garages for residents on Fourth and Fifth streets.

Platinum coins circulated in Russia between 1828 and 1845.

chairman, Jean Westwood.

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COUNTY & CITY SECTION
NOV 21 1972
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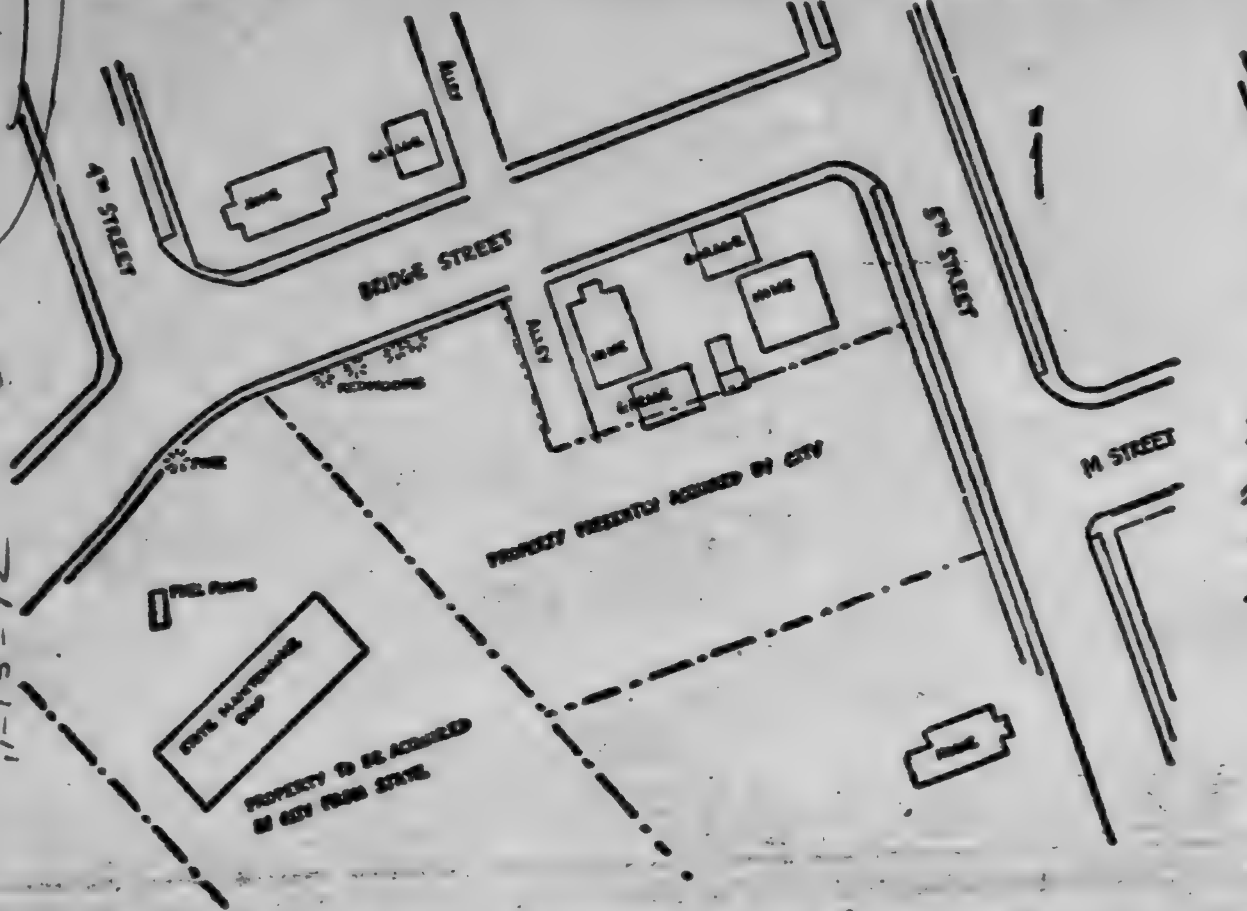
☑ UPE ☑ RPE ☐

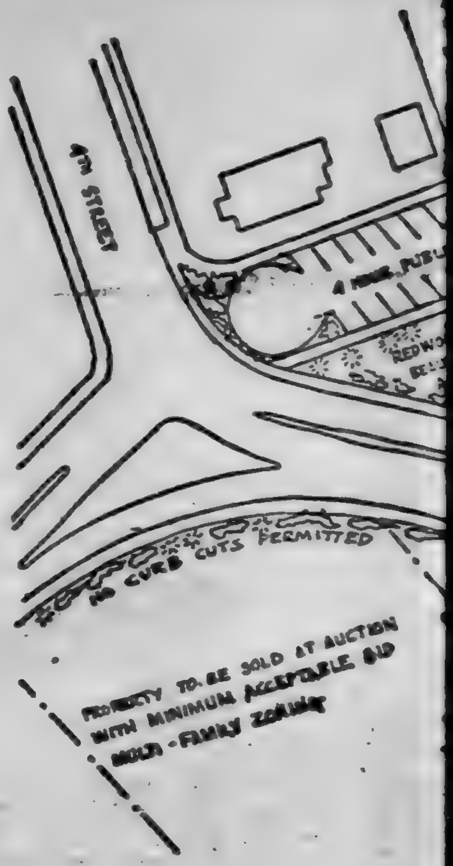
Grants Pass

Proposed Intersection May Provide


4TH STREET
ALLEY
HOME
GARAGE
BRIDGE STREET
ALLEY
GARAGE
HOME
HOME
GARAGE
5TH STREET
M STREET
REDWOODS
PINE
PROPERTY PRESENTLY ACQUIRED BY CITY
FUEL PUMPS
STATE MAINTENANCE SHOP
PROPERTY TO BE ACQUIRED BY CITY FROM STATE
HOME

11-15-72

BRIDGE and Fourth as it is at present.


4TH STREET
4 HOUR PUBL
REDWO
NO CURB CUTS PERMITTED
PROPERTY TO BE SOLD AT AUCTION WITH MINIMUM ACCEPTABLE BID
MULTI-FAMILY ZONING

AND AS

By RUTH RAUSCH
City Government Reporter

The tentative schedule for the Fourth and Bridge Street project lists August, 1973 as the target when construction is to begin.

Purpose of the project is to effect a direct alignment of Bridge and Fourth streets with M Street, eliminating the jog from M to Bridge via Fifth Street.

Last month the City Council authorized a city-state agreement whereby the city may acquire the state highway department's property at 301 SW Bridge St. for the sum of $25,000.

No! Not part of agmt.!!

Prior to the state's authorization of the purchase, and final project design, the council will conduct a hearing in December, seeking public comments and recommendations.

The total construction cost is estimated at $58,000 with state and federal funding under the TOPICS program picking up 80 per cent of the cost, leaving $11,600 as the city's share to finance the project.

It is anticipated that land acquisition negotiations will be completed by March, it will require at least 90 days after that to complete the design and put the project to bid, with awarding of contracts by July according to the time table as of now.

Only a small portion of the state's property is needed for the new thoroughfare. The city's long range plan for the property after the project is completed and the highway department moves its maintenance shops, is to offer the balance of the parcel at auction with a minimum acceptable bid. The property is zoned for multi-family residential.

Also, only a portion of the property the city acquired four years ago from the late Robert C. Martin will be used for the project. The remaining portions of that land in the form of two triangular strips on the north and south sides of the new roadway, will revert to the Martin estate.

Construction of the new roadway will close off Bridge Street at Fourth. Currently the design proposes that Bridge Street between Fifth and Fourth streets be used as an off-street four-hour parking area for both the residents and near-by commercial district. It also would provide access to an alley which services the garages for residents on Fourth and Fifth streets.

Platinum coins circulated in Russia between 1828 and 1845.

chairman, Jean Westwood.

sp

7917

November 13, 1972

City of Grants Pass
City Hall
Grants Pass, Oregon 97526

MISC. CONTRACTS and AGREEMENTS No. 4600

Attention: Earl T. Simonsen
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement covering the 4th Street-5th Street Section of Bridge Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

Bridge
GRANTS PASS

9-8-72
Per Roy Norton
1/30/73

TOPICS PROJECTS

Steps from project request to awarding of contract.

- * 1. Project Request and Environmental Statement
- 2. Highway Commission approval
- # 3. Notices of Intent to file for Federal Aid
- 4. Federal Highway Administration approval of P.E. funds
- 5. Project agreement
- 6. Field survey and design work
- 16 wks → 7. Federal Highway Administration approval of Environmental Statement
- 3 wk → * # 8. Public hearing ~~Oct 18~~ Feb 21, 1973
- 2 wks # 9. Evaluation of public hearing and environmental impact
- 3 wks 10. Request location/design approval NOTICE TO PAPER
- 4 wks 11. Federal Highway Administration approval of location/design
- 4 wks 12. Purchase right-of-way
- 6 wks 13. Bid opening ~~March 29~~ ~~June 21, 1973~~ July 26, 1973 ← soonest
- *14. City's advance deposit
- 15. Award contract

5 months min

28
6 mos

* By City

# Step may be waived in most cases

Hearing [illegible]

HEARING MAP?
8½ x 11 Mylar of
R/W Map

2/22/72

Medford
~~GRANTS PASS~~

DUANE Scroggins - Will recommend to council that ① bid be rejected, ② project be rebid with only 4th & Bartlet signal & ③ that a strong protest TOPICS Future be sent to congressmen.

GRANTS PASS

Requests that we send him an 8½ x 11 transparency ~~map~~ of IR map - for Hearing

ASHLAND City Council St. Committee
Brian Almquist
Al Alsing
Glen Clark
Dick Unrein
Dick Bladon

(MEMO)

City will request that we proceed with a project consisting of Full 4-lane section with 16-foot continuous median ~~and~~ curbs and sidewalks from Indiana to Walker - 3-phase signal at Green Springs intersection - 8-foot bike trail/foot path on SW side - Will also request State share overrun 50/50 ($200,000 project and loan City approx. $50,000 for 5 year.

Send Glen Clark Mylar plan with signal

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 27, 1972
Salem, Oregon

SUBJECT:

4th St. - 5th St. Section
Bridge Street (Grants Pass)
Josephine County

To:

Mr. D. H. Moehring
Right of Way Engineer
BUILDING

The subject TOPICS Project, which is scheduled for January 25, 1973, requires a strip of right of way from our maintenance station in Grants Pass.

The relinquishment description and right of way maps are attached hereto for the necessary processing.

Frank L. Hall
Design Engineer

By

Floyd O. Scott
Floyd O. Scott
Right of Way Description Engineer

FOS:dme

Attachments

5-9-72 per Dick
need
signed Agree
Envir. statement
Hearing
Location design approval
[illegible]
Hold until
we hear from
Dick.

Referred 3-28-72
To Haskin
Set up relinquishment
John R. Oakes
for public street purposes.

RECEIVED
COUNTY & CITY SECTION
MAY 9 1972
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

3-14-72

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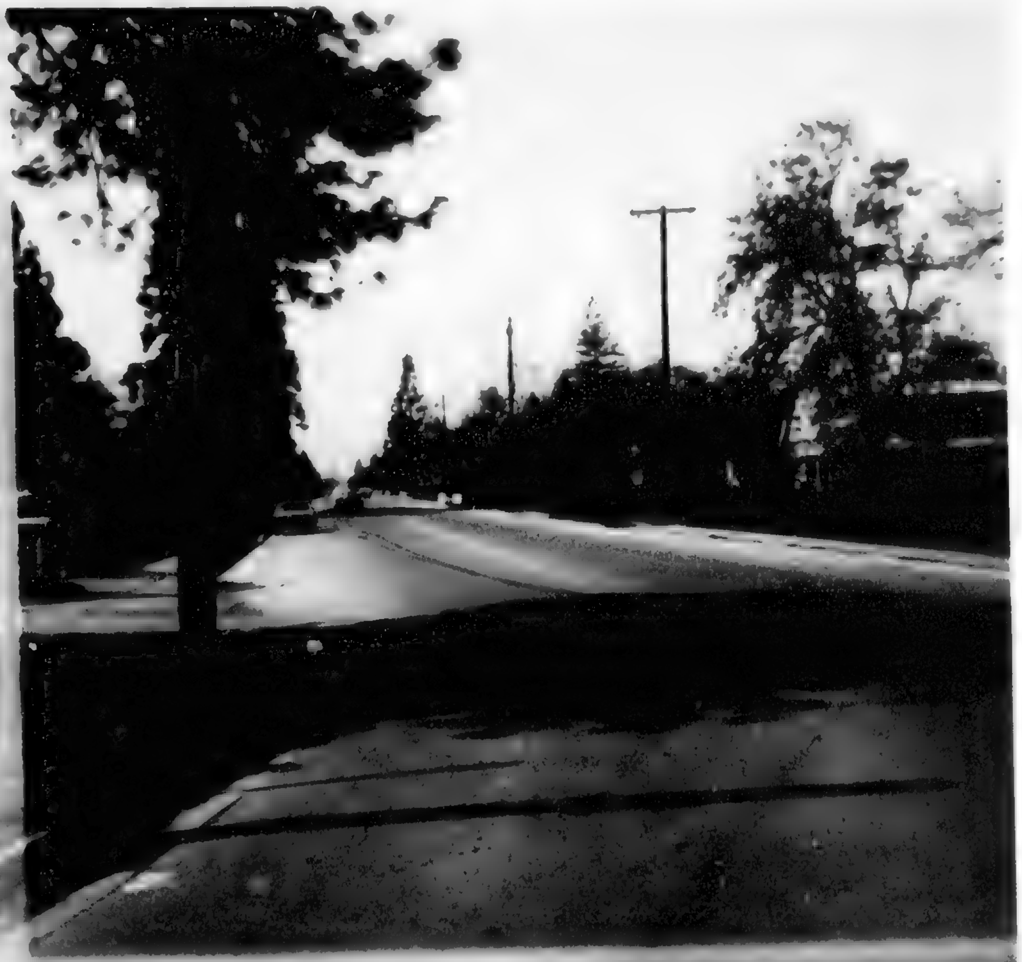
3-14-72



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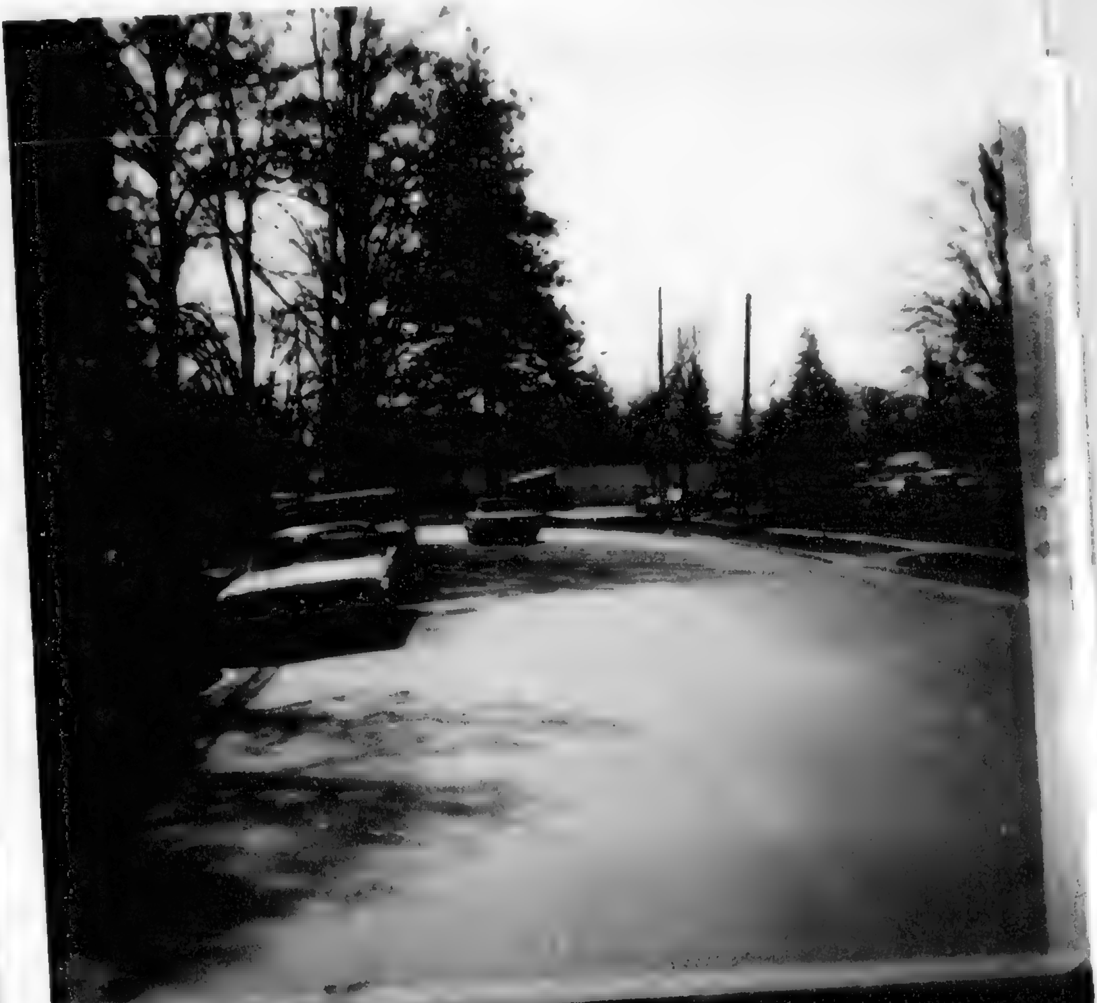

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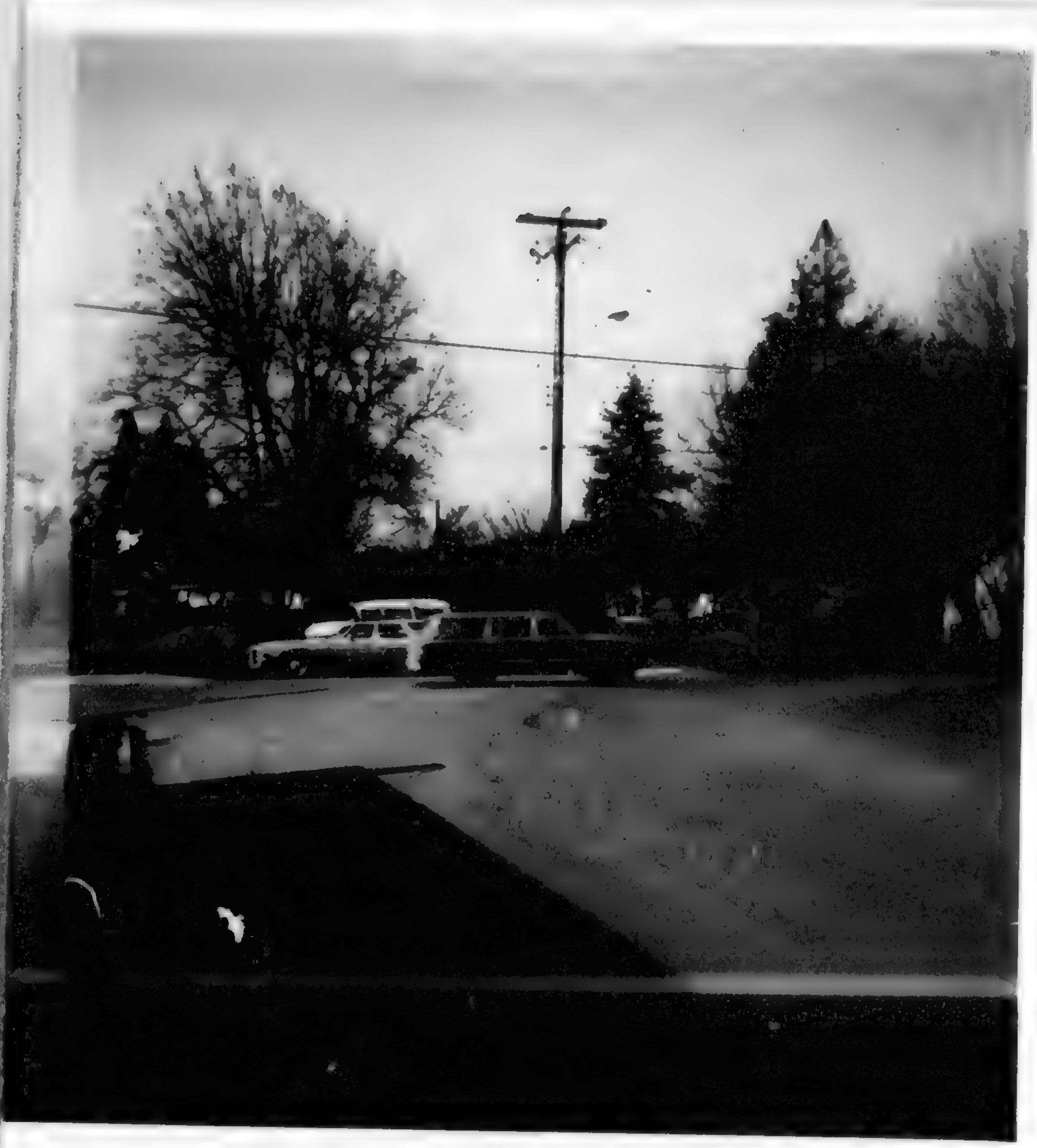

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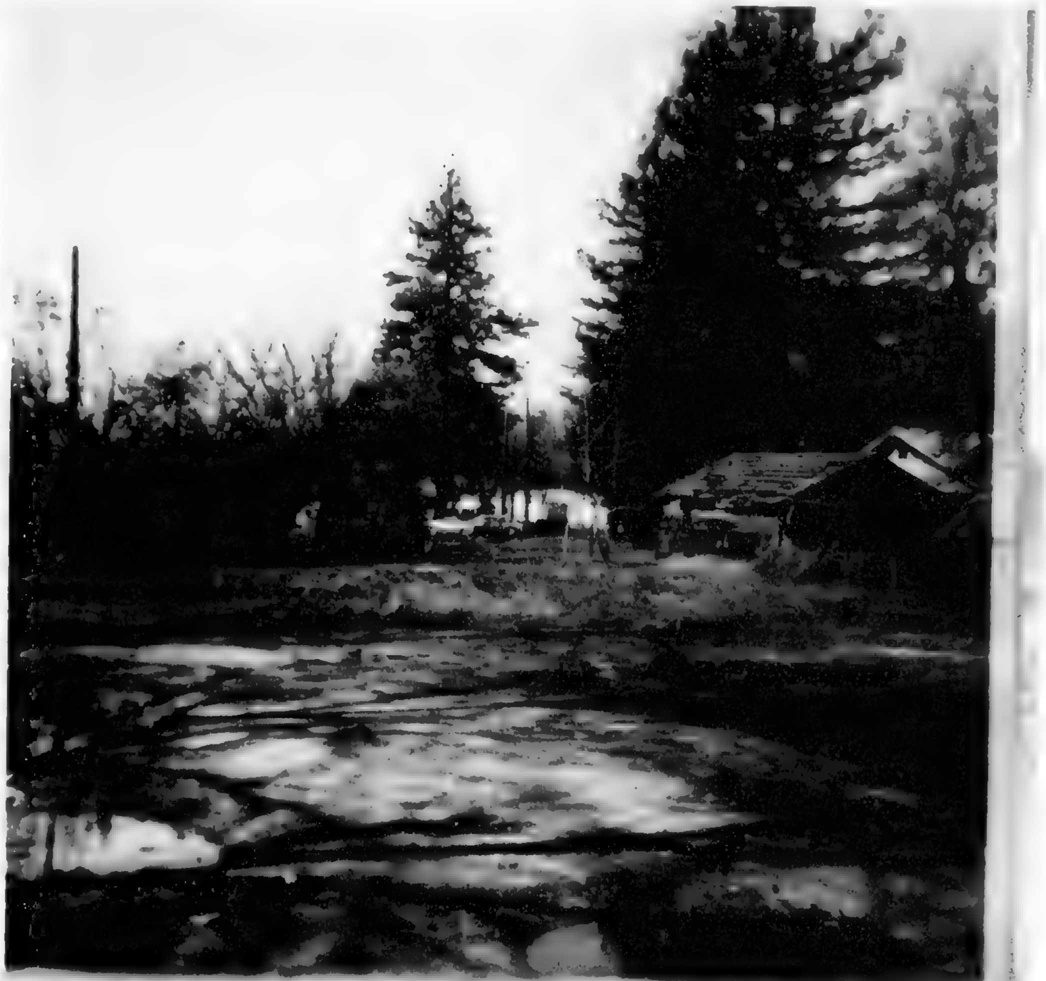

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BRIDGE ST.

GRANTS PASS

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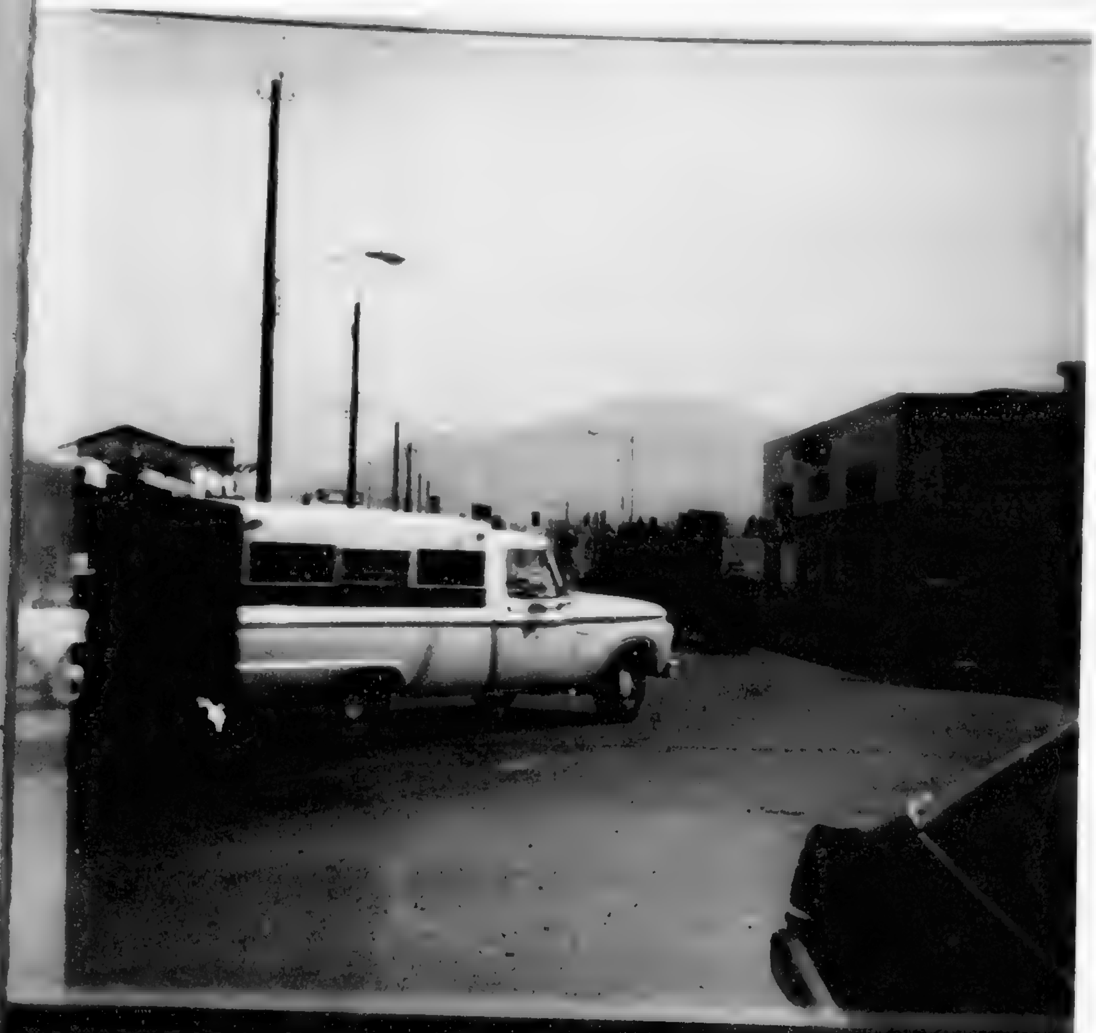

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BRIDGE ST.

GRANTS PASS

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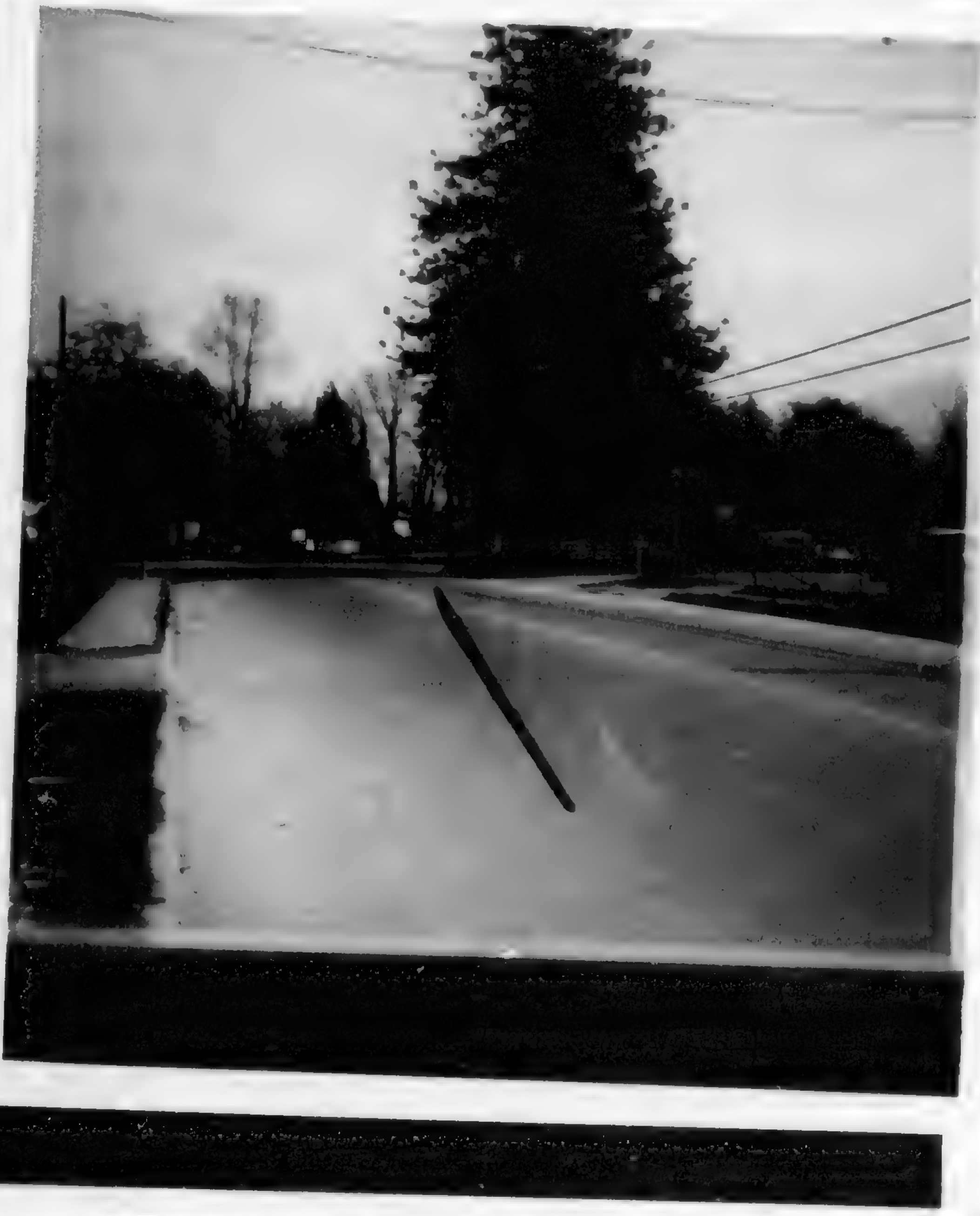

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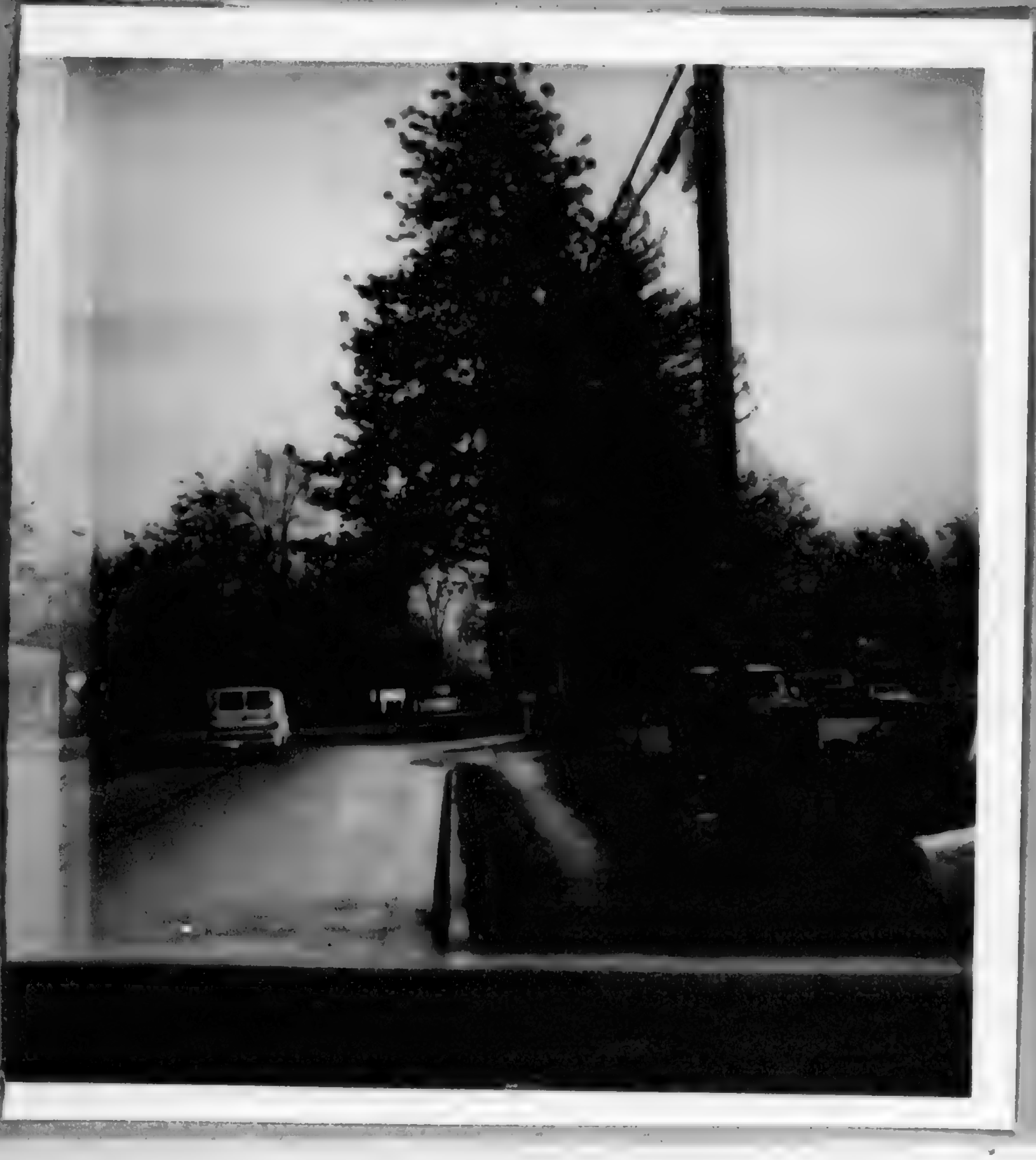

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 2, 1972

SUBJECT: TOPICS Project T-5012(1)
4th Street-5th Street Section
Bridge Street
City of Grants Pass

To: Mr. Victor D. Wolfe
Locating Engineer
BUILDING

Attn: Mr. P. L. Carstensen

Attached is the survey data for the subject project. This data has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

Please have the Right-of-Way Description Section prepare a map and description for the right-of-way needed through the State maintenance yard.

Forward the description and copies of the map to this office for transmittal to the City, as the City will negotiate and purchase.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Att.

cc: ✓R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
J. H. Versteeg, Region 3
J. R. Oakes

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 25, 1972

SUBJECT: Region Office Supplemental Report
4th St.-5th St. Section
Bridge Street
Grants Pass Topics
Josephine County

To: Victor D. Wolfe
Location Engineer
SALEM

There is enclosed a supplemental plan showing proposed channelization at the intersection of Bridge Street and 4th St. that is recommended by the Region Office.

There will be some disruption to local traffic during construction of this project. Traffic will have to be detoured during grading of 5th and "M" Streets, but should be re-opened to 2-way traffic as soon as possible, even if it is temporary. During grading of 4th and Bridge Streets, traffic can be controlled by one-lane traffic with a flagman but should be re-opened to 2-way traffic at the end of the work shift. The estimated cost to provide temporary protection and direction of traffic is $2900. There is a suggested temporary sign summary attached.

Also enclosed is a letter from John Holcomb, Region Utility Engineer, about the adjustments of existing utilities on this project.

M. G. Havig
M. G. HAVIG
Engineer-Designer

MGH/cw
Encl.

SP*32475-734

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

4th - 5th St. Section
Bridge St. Grants Pass TOPICS

Temporary Protection and Direction of Traffic

	ITEM	Quantity	Unit Cost	Amount
1	Contractor Identification	2	# 175	# 350
2	Construction Identification	2	200	400
3	"SLow" with Amber Flasher	3	200	600
4	"Road Construction Ahead"	3	100	300
5	"Abrupt Edge"	3	100	300
6	"Be Prepared to Stop"	2	100	200
7	"Flagman Ahead"	2	100	200
8	Portable Barricades		50	50
9	"Detour Ahead"	2	100	200
10	"Detour" with Arrow Indicators	4	75	300
11				
12				
13	Total			# 2900

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 24, 1972

SUBJECT: 4th St.-5th St. Section
Bridge Street
Grants Pass Topics
Josephine County

To: J. H. Versteeg
Region Engineer
OFFICE

This is a report on utilities having facilities located within the subject project. Those having such facilities are as follows:

Pacific Power & Light Co.	Power
Pacific Northwest Bell	Telephone
Southern Oregon Cable T.V.	Television
California-Pacific Utilities	Gas
City of Grants Pass	Water
City of Grants Pass	Sewer

There are various utility facilities in conflict. All are of a routine nature, no unusual conditions exist and no delay is anticipated.

On all projects of this type, it is the city's responsibility to cause the adjustment of all utilities of every kind and nature. I have been in contact with city representatives as well as the various utilities and they are prepared to take necessary action as soon as a plan has been approved and the new right of way secured.

John E Holcomb
JOHN E. HOLCOMB
Region Utility Engineer

JEH/cw

C GON STATE HIGHWAY DEPARTM IT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section 4th St - 5th St (Grants Pass Topics) Unit
Highway Bridge St. County Josephine Prefix 17-0601
Length 0.10 Designer E.W. Draftsman E.W. Date February 22,1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temp. Prot. & Direct. of Traff	All	All	-	All		
2. General Excavation, Unclassif.	All	All	-	All	-	$ 6,000.00
3. Trench Excavation	Cu. Yd.	77	8	85	6.00	510.00
4. Plant-Mix Bit. Base - 10"	Sq. Yd	2,862	278	3,140	7.00	21,980.00
5. Class "B" Asph. Conc. - 2"	Sq. Yd	2,862	278	3,140	1.45	4,553.00
6. Class "C" Asph. Conc. - 1½"	Sq. Yd.	458	42	500	1.50	750.00
7. 12-inch Sewer Pipe	Lin Ft	276	28	304	5.00	1,520.00
8. Conc. Inlet, Type CG	One	2	-	2	200.00	400.00
9. Conc. Sidewalk - 4" x 4½'	Sq. Yd.	465	45	510	7.00	3,570.00
10. Type "A" Curb	Lin Ft	930	90	1,020	3.35	3,417.00
11. Adjust Manhole	One	4	-	4	150.00	600.00
Total Contract Items						43,300.00
+ Engineering & Contingencies			20%			8,660.00
Subtotal						51,960.00
Additional Anticipated Items:						
Flagging	Lump Sum					250.00
Salvage & Reinstall Type 3 Fence	Rod	12	1	13	10.00	1,130.00
TEMP. PROT. & DIR. of TRAFFIC						2900
PE						3000
GRAND Total						58,240 52,340.00

OREGON STATE HIGHWAY DIVISION
4th STREET - 5th STREET SECTION
GRANTS PASS TOPICS
BRIDGE STREET
JOSEPHINE COUNTY
PREFIX 17-0601-901
FEBRUARY 1972

REPORT OF SURVEY

The purpose of this survey was to obtain adaquate field information to prepare map and profiles and provide estimate of cost with supporting data to reconstruct Bridge Street from 4th Street to 5th Street to line up with "M" Street including curbs, sidewalks and intersection channelization of 4th Street.

The westerly terminus of the proposed project is about 150 feet west of the intersection of Bridge Street and 4th Street. The easterly terminus is located at the intersection of 5th Street and "M" Street. The length of the project is 0.10 miles.

The preliminary work; intersection and channelization design, was started in December, 1971 and field work started in January, 1972. Property corners, street monuments and curb to curb measurements were used in establishing existing rights of way. The proposed center line of Bridge Street revision was run and elevation information obtained from this line. The easterly end of this line was revised so that the proposed right of way line would clear property corner controls. The City had previously aquired adaquate property for this revision except that parcel required from the State of Oregon where the existing maintenance building is located.

There have been several meetings with Mr. Norton, Grants Pass City Public Works Director during which the project was discussed, in particular, the Bridge Street - 4th Street intersection design. Three alternate alignment and channelization plans were presented to Mr. Norton and a letter from him covering plan decision is included in this folder. Mr. Norton has resquested the following to be incorporated in this project: 6-inch curb exposure, CG-1 inlets, 12-inch minimum diameter culverts, raised traffic island at 4th Street intersection(see Nortons letter), and 5-foot concrete sidewalks.

Permanent signing and striping to be performed by the City as per Topics Project Request Form dated July 7, 1971. Vacation of Bridge Street and alley will be done by the City after project has been completed. Mr. Norton indicated that there would be no access along either side of the proposed project, however, it will necessary to provide access to the State maintenance property if the State does not move prior to construction.

The typical section planned for the main roadway is a 44-foot curb to curb section. Plan of channelization and lane widths is shown on the Map. This typical width will vary at the intersection of 4th Street to provide turning movements.

The base design obtained from Region Geologist by telephone is: 2-inches asphaltic concrete (future), 2-inches asphaltic concrete and 10-inches of plant mix bituminous base.

The grade was extablished using the existing surfacing controls at both ends and continuing the new grade through 5th Street to "M" Street rather then roll over 5th Street crown. Superevevation using the maximun of 0.02 feet per foot was developed on the two reversing curves. It will only be necrssary to excavate part of Bridge Street and overlay the rest to grade at the intersection of 4th Street.

The construction of this project will involve some detouring of local traffic particularly during grading at 5th and "M" Streets. One lane traffic control can handle the traffic at Bridge and 4th Streets. Traffic will either have to be detoured or ride on the new grade when curb construction closes existing Bridge Street east of 4th Street. The City will have to be contacted prior to closing any streets.

Utilities which conflict with the proposed construction and require adjustment are shown on the Utility Maps and are tabulated and in seperate envelope.

The construction of this project involves approximately 1,311 C.Y. of General Excavation, Unclassified. This excavation is to be an "All" item and includes the following: clearing and grubbing, removal of structures and obstructions and finishing roadbed and slopes. There is approximatley 1,270 C.Y. of excess material which is to become the property of the contractor at the point of excavation and shall be disposed of in a manner satisfactory to the engineer. There is no separate payment for over-haul on this project. The Plant Mix Bituminous Base, 10-inches thick, Class "B" Asphaltic Concrete, 2-inches thick, and Class "C" Asphaltic Concrete over-lay, 1½-inches thick, nominal, will be measured and paid for on a square yard basis. No separate payment to be made for asphalt cement or tack coat. Computations for General Excavation items and surfacing quantities as well as other construction items required are included in this folder and are shown on the Map and Profile.

Salvaging and reinstalling Type 3 fence is an anticipated item to adjust existing State maintenance fence distrubed by this project.

TELEPHONE 476-6641

POST OFFICE BOX 771

CITY OF GRANTS PASS
CITY HALL ◆ FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

February 14, 1972

Mr. Bill Brown
State Highway Office
P.O. Box 368
Medford, Oregon 97501

Dear Bill,

I was glad to have an opportunity to review with Earl the proposed alignment at 4th and Bridge Street. I am returning all three proposed plans to you and my comments will be directed to Plan I and the notes on that sheet.

1) Point I on the map is westerly of the project and the measurement between curb faces at this point is 44 feet. Suggestion is that the island be as narrow as possible and that it be just straight rather than having a bulge in it where the word Bridge occurs.

2) The divider at point 2 would actually be raised and planted with a ground cover and low growing shrubs, would have a sprinkler system in it.

3) There would be no parking throughout the limits of the project which is defined as approximately from point 3 to 5th Street. There would also be no access from adjacent property to the street through this section.

4) From point 4 to 5th Street would establish two lanes of traffic, one would be for the continuation of the east bound traffic from Bridge Street which is going to 'M' Street. The other lane would be the continuation of the south bound traffic on 4th Street which is going to 'M' Street, they would merge after a point which is approximately 100 feet west of the property line on 5th Street and continue merging until such time as they form a single lane when they enter onto the 'M' Street section.

Mr. Bill Brown
Oregon State Highway Office
Page/2

5) West bound from 'M' Street towards 4th Street or Bridge Street would have a single lane as it proceeds from 5th Street to 4th Street at the 4th Street intersection they would have the option of turning north on 4th or proceeding westerly on Bridge Street without stopping. The two lanes for east bound traffic at point 4 would eliminate the stop sign as shown adjacent to the island.

6) Control points for the curve on the northerly side of the right-of-way between 4th Street and 5th Street are on the extended centerlines of 5th Street as it would be vacated and the alley as it would be vacated.

Very truly yours,

Roy

Roy W. Norton
Public Works Director

RWN/pm
Enclosure

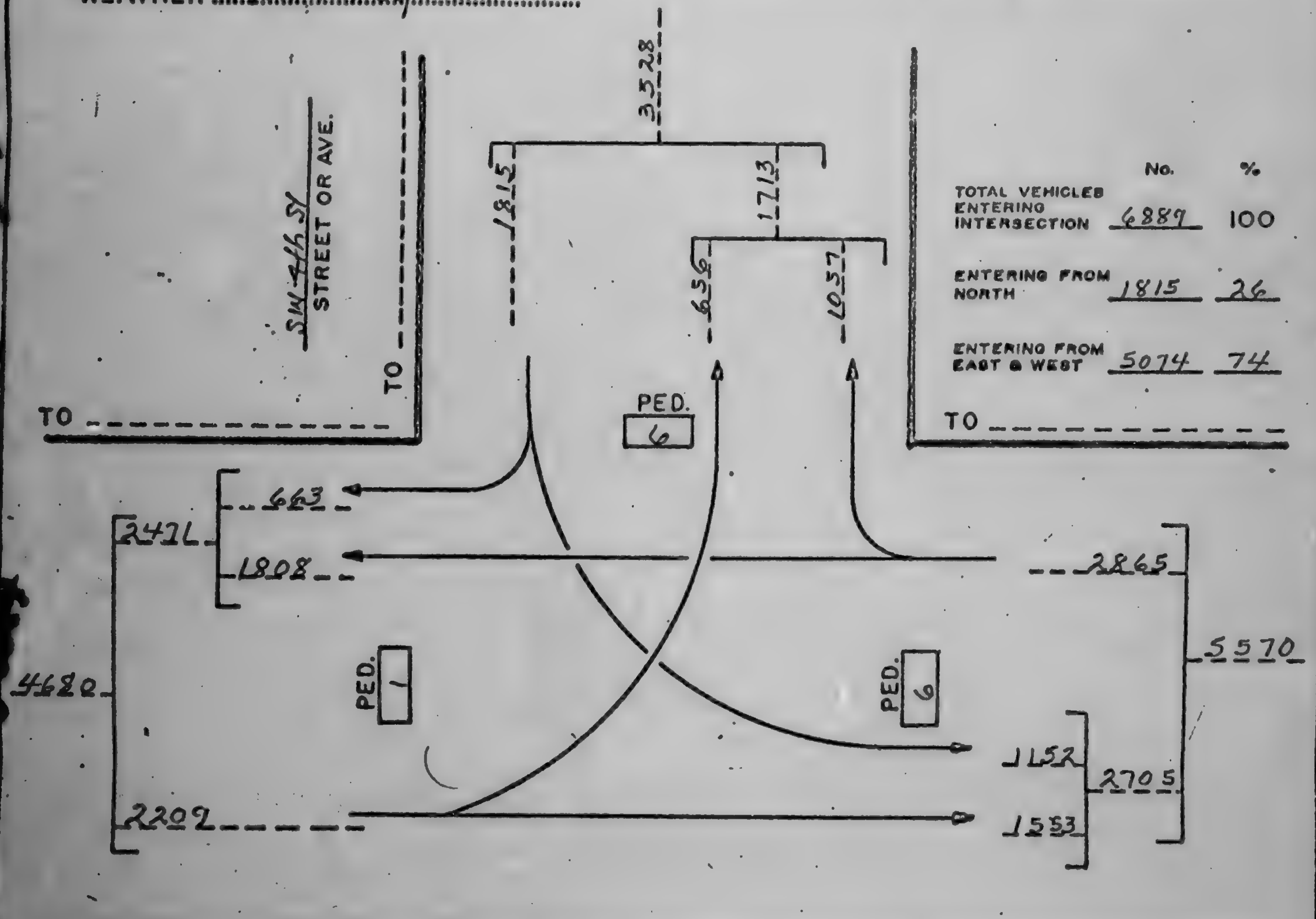
Medford

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Dec. 14 & 16 - 1971
DAY OF WEEK Tues. & Thu.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 A - 10:00 P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 A - 10:00 P
WEATHER Rain - Fog

CITY OR COUNTY Grants Pass
INTERSECTION OF S.W. 4th St. &
S.W. Bridge St.
MILE POST
CLASSIFICATION All Vehicles


3528
1815
1713
656
1057
SW 4th St
STREET OR AVE.
TO
TO
TO
PED. 6
663
2471
1808
2865
5570
4680
PED. 1
PED. 6
1152
2705
2209
1553

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	6889	100
ENTERING FROM NORTH	1815	26
ENTERING FROM EAST & WEST	5074	74

Remarks: 16 Hour Manual Count Factored to 24 Hour Vehicle Count

S.W. Bridge St.
STREET OR AVE.

Indicate North

T

Form E-39—3M—8-60

REGON STATE HIGHWAY DEPARTMEN

AUTHORITY FOR SURVEY

Section 4th Street - 5th Street

Highway Bridge Street (Grants Pass)

County Josephine Region 3

Date August 4th, 19 71

Authorization No. 1

Survey Prefix 17-0601 (Assigned by Salem office)

Description of termini, route, length, etc.:

West terminus is on Bridge Street approximately 200 feet west of 4th Street and east terminus is at the intersection of "M" Street and 5th Street. Route to be on new alignment eliminating right angle turns and with connection to 4th Street. Overall length is 0.11 mile.

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ DE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

Purpose of survey:

Establish new alignment, prepare plans and estimates for grading surfacing and paving including curbs and sidewalks.

Topics
T-5011 (1)

Estimate of cost:	Photogrammetry	916		250.00
	Foundation Exploration	(926)		150.00
	Field Survey	901	-	$1,350.00
	Final Design	905		1,000.00
	Soils	910		250,00

Total estimated cost of survey	$ 3,000.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Hall

Design Construction Engineer

Approved:

Ass't State Highway Engineer

State Printing 27988

PROGRAM & PLAN. DIV.
P. E. APPR. 9-29-71
FED. - AID ✓ STATE
BEN GIFFORD

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1972

SUBJECT: Grants Pass
Maintenance Station

To:
J. H. Versteeg
Region 3 Engineer

ROSEBURG

Please take the necessary steps to assure continued operation from the existing maintenance station at Grants Pass until such time as we can develop a new site.

At the present time I would anticipate that the earliest possible date at which we could occupy a new site would be the fall of 1974. This is anticipating that we could get legislative approval for construction of a maintenance station the first year of the next biennium, and figuring one year for construction for such maintenance station.

Robert N Bothman

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: E. S. Hunter

Noted [illegible]
2/28/72

ROSEBURG DIVISION
RECEIVED
FEB 28 1972
Q
Assign ________ For ________
Reply ________ Act on ________

T

RECEIVED
COUNTY & CITY SECTION
FEB 24 1972

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 23, 1972

To: Mr. R. N. Bothman
Maintenance Engineer
SALEM

SUBJECT: Maintenance Station
Grants Pass
(Topics Project)
Josephine County

We have received the location proposal for the 4th St.-5th St. section, a Topics project in the City of Grants Pass. Mr. Norton, Public Works Director, City of Grants Pass, is recommending complete control of access in front of our maintenance shop on Bridge Street.

Under the present circumstances, this control of access is unacceptable. There is no other location available for the Grants Pass maintenance operation at this time.

Attached, for your information, are copies of correspondence and a print of the proposed plan.

J H Versteeg
J. H. VERSTEEG
Region Engineer

JHV/cw
cc ~~Frank Hall~~
H. S. Cox
F. D. Morgan

Attach.

RECEIVED
DEC 8 - 1971
FOR FILING

Topics
Grants Pass

Salem, Oregon
December 7, 1971

Relocation of Grants Pass
Maintenance Station

Mr. Robert N. Bothman
Maintenance Engineer

MAINTENANCE SECTION

Please make available that portion of the Grants Pass Maintenance Station needed for relocation of M Street in connection with a TOPICS project.

A site suitable for relocation of the maintenance facility was located southerly of the E and F Street couplet.

Please submit the necessary data to begin purchase of this property.

E. S. Hunter
Assistant State Highway Engineer

ESH:kmb

cc: Mr. H. S. Cox

bc: Mr. R. L. Porter
Mr. Tom Edwards

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1971

SUBJECT: Grants Pass Maintenance Station Relocation

To:

E. S. Hunter
Asst. State Highway Engineer

Building

The TOPICS project scheduled for June, 1972 to relocate "M" Street in Grants Pass will substantially reduce the present 1.1 acre Grants Pass Maintenance Station site to the point that relocation of the personnel at that station will be necessary. The TOPICS project sketch attached will reduce the 1.1 acre site to 0.9 of an acre.

No provision is planned for in the TOPICS project to my knowledge to relocate the Maintenance Station. In fact, I am advised by Mr. Keasey that contact with the Grants Pass City officials indicates they do not intend nor have money set up to pay for purchase of front of our site needed for the TOPICS project. Should the TOPICS project proceed as scheduled, I propose a three stage plan to provide for our continuing operations in Grants Pass.

STAGE 1 (1971-72)	
1. Purchase new Grants Pass site - 10 acres for	$ 27,000
	27,000
STAGE 2 (1972-73)	
1. Relocate the bridge and electrical crews to Central Point. 8 Br.Cr. 2 Elec.	Move. Expense 7,000
2. Four bay addition to the Central Point Maintenance Station.	40,000
3. Pumps, fence and entrance relocation at Grants Pass site.	6,000
	53,000
STAGE 3 (1973-75)	
1. Develop Grants Pass site, fencing and leveling.	10,000
2. Construction of eight bay shed.	100,000
3. Paving, gas pumps, lighting, etc.	40,000
	150,000

Stage 2 would include relocation of the bridge and the electrical crews to Central Point which would reduce the usage of the existing Grants Pass section crew so that we could operate after the TOPICS project was completed. Stage 3 would include development of a new maintenance station.

The search for a site was made in 1969, resulting in several sites being investigated, with a recommendation being made by Regional Engineer, Keasey, to locate on Agnes Avenue at the east Grants Pass interchange. Sites have been again considered in the last month and a new site has been selected located in the same vicinity, that being on Agnes Avenue at the east Grants Pass interchange.

The site is located in an area which is compatible to a Maintenance Station site, would have excellent access to the Freeway at the east Grants Pass interchange and to the Redwood Highway via "E" and "F" Street couplet. Access to the Rogue River, Rogue River Loop and Jacksonville Highways would be via the "E" and "F" Street couplet.

This location would be excellent insofar as being centrally located for the State Highways radiating from Grants Pass and to the Freeway. No tentative plans exist for extension of the Redwood Highway; however, industrial development in the area surrounding the maintenance station would preclude a location through the site selected. Also, a projection of the Redwood Highway would generally be to the south and east of the site proposed.

The site includes six old buildings which probably could be sold for salvage, but would not be a major expense. The cost of leveling and providing drainage are nominal.

Upon review and investigation in the search for the property, we were offered the 10 acre site at a cost of $26,500, which is considerably less than recent sales of adjacent smaller parcels. The appraisal by our Right of Way Section is $35,000, the review appraisal confirms this $35,000 figure. We did negotiate with the owners and have for your approval an option for the site. However, the option has a clause that we will forfeit a $1,000 option cost if we do not purchase within 60 days. The reason for this is that the owners have had two requests for option to parties since they made the offer to us.

I have delayed the signing of the option pending your approval until Friday, October 8, at which time the owners will proceed with the option from another party.

I do not have monies available to finance the purchase of this site; however, feel the need to proceed with purchase of the site is necessary at this time.

Robert N Bothman

Robert N. Bothman
Maintenance Engineer

RNB:mp

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SEP 20 1971

FOR FILING

Gr Pass

T

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 28, 1971

To: Mr. Dick Unrein
Urban Engineer
BUILDING

SUBJECT:

Please show me the extent of the TOPICS project in Grants Pass that interferes with our maintenance station.

FBK

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
SEP 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
COUNTY & CITY SECTION
SEP 28 1971
☐ ENGR. ☑ C[illegible] ☐ [illegible] ☐ [illegible] [✓ ☐ UE]
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

F.B.K

9-28-71
Herewith are sketches of TOPICS project proposal.

EXHIBIT "E"

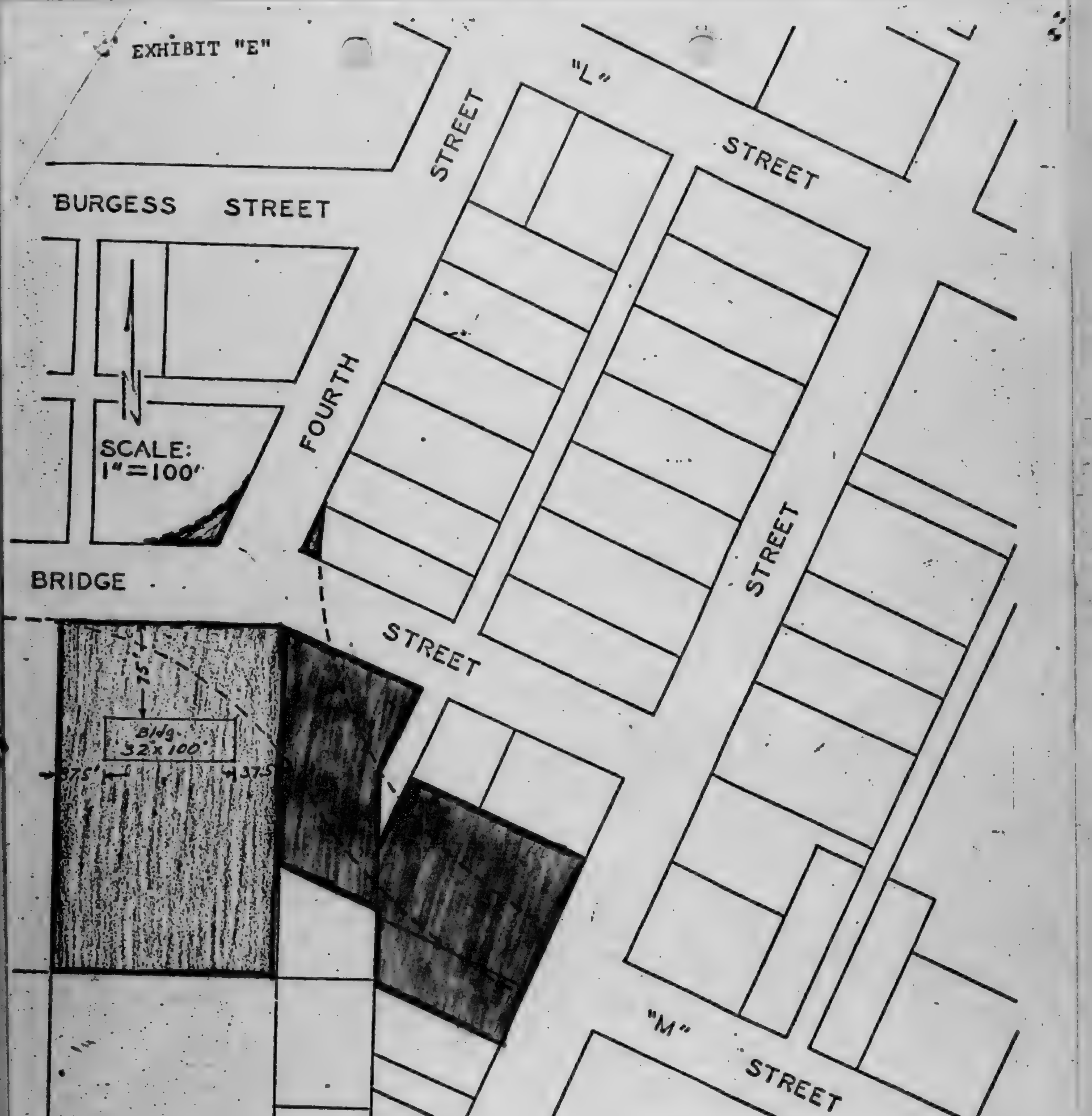
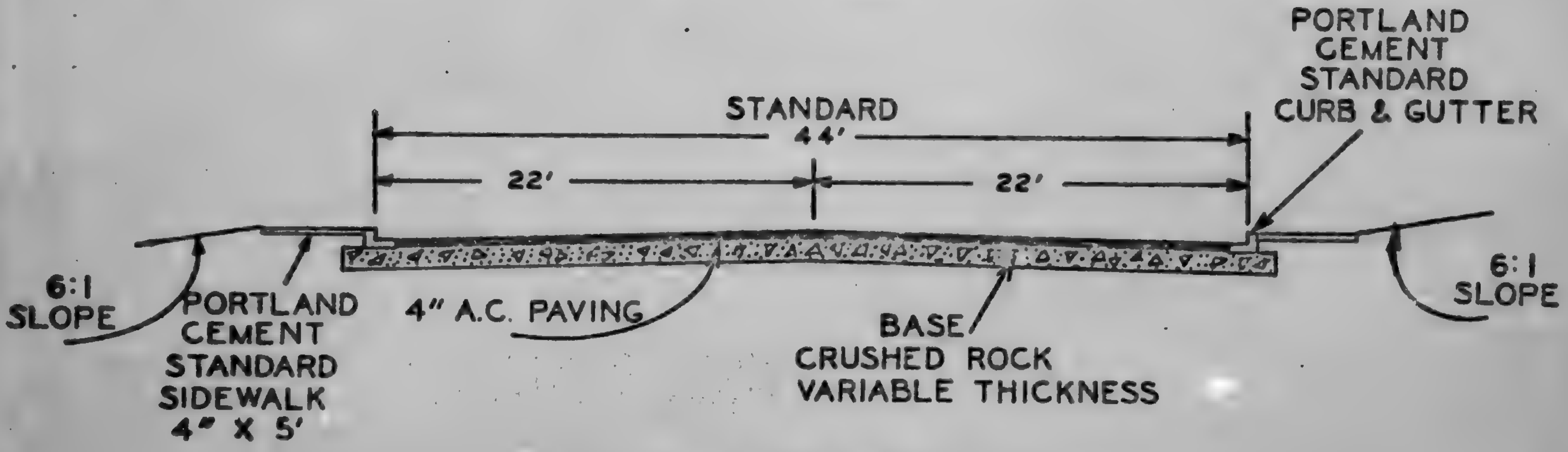

BURGESS STREET
"L" STREET
FOURTH STREET
SCALE: 1"=100'
BRIDGE STREET
STREET
75'
Bldg. 32'x100'
37.5'
37.5'
"M" STREET
FIFTH
NOTE:
PROPOSED REALIGNMENT
ADDITIONAL RIGHT-OF-WAY
RIGHT-OF-WAY OWNED BY CITY

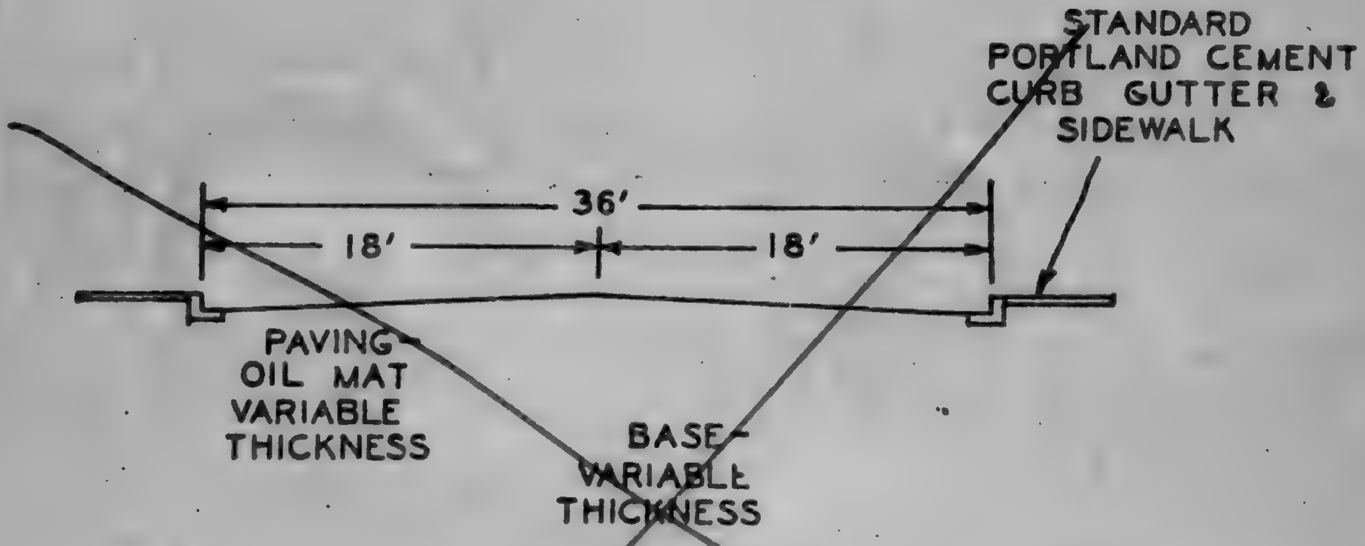
EXHIBIT "B"


PORTLAND
CEMENT
STANDARD
CURB & GUTTER
STANDARD
44'
22'
22'
6:1
SLOPE
PORTLAND
CEMENT
STANDARD
SIDEWALK
4" X 5'
4" A.C. PAVING
BASE
CRUSHED ROCK
VARIABLE THICKNESS
6:1
SLOPE

TYPICAL CROSS SECTION

SCALE: 1"= 10'

EXHIBIT "C"


STANDARD
PORTLAND CEMENT
CURB GUTTER &
SIDEWALK
36'
18'
18'
PAVING-
OIL MAT
VARIABLE
THICKNESS
BASE-
VARIABLE
THICKNESS

PRESENT

TYPICAL CROSS SECTION

SCALE: 1" = 10'

CITY
OF
GRANTS PASS

TRANSACTION NUMBER 10-4

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-28-71

BY (Signature): Mr. Young's September 8, 1971 Letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☑ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 60 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
60	T-5012(1)	0.13	55,000	34,900	4th St. - 5th St. on Bridge St. (Grants Pass)	Preliminary Engineering-Grade - Drain- High type Pavement with curbs and sidewalks - Channelization

9-28-71

Young
10-4-71

NOTED
TOM EDWARDS

REMARKS (Division)

You are authorized to proceed with all phases of Preliminary Engineering necessary to obtain Location/Design approval.

NOTED
R. D. ASBURRY

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 9-29-71	SIGNATURE AND TITLE For R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
SEP 9 - 1971

FOR FILING

7917

September 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS Project, Item No. 60, Project No. T-5012(1), "4th Street-5th Street (Grants Pass) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P.S. and E. preparation as soon as location/design approval is granted.

This project is exempt from State and District 8 Clearinghouse reviews under working agreements dated April 28, 1970 and December 1, 1970, respectively.

The tentative FAP Type II System for the city of Grants Pass is in the process of being submitted for FHWA approval. Bridge Street, which is to be realigned between 4th Street and 5th Street under this project, will be included as part of the Type II System.

Opportunity to request a public hearing will be offered and will be held if so requested as additional right-of-way is required.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

JG:bb

Enclosures

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO. 10-4

DATE SUBMITTED TO W.O. SEP 29 1971

FORM PR-1
(REV. 4-61)

9-8-71

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St. (Grants Pass) Bridge Street 21 65	ADT	PRESENT 5,300	FUTURE 10,200 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE, Gr., Dr., HT Pave. & Curbs 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. B3 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) T- 14 23	NUMBER 5012 7

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME Josephine		CODE 033 (14) (16)
	NAME OF URBAN AREA 17-31 Grants Pass	ROUTE NO. T	FEDERAL-AID Primary Type II (32)	STATE City St. (36) (37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	PE	3	City Street (Grants Pass) Bridge St. from 4th St. to 5th St.	0.13	3,000	1,900	550	550 (City)
5					ROW		"4th St.-5th St. (Grants Pass) Sec."					
5	30			3	CONST (CODE) 6201	3		0.13	52,000	33,000	9,500	9,500 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.13	55,000	34,900	10,050	10,050 (City)
1	14	PROGRAM APPROVAL DATES		(10)	(23) (24)	(30)	REMARKS	

SEP 29 1971

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
SEP 30 1971
☐ ENGR. ☑ CONSR. ☐ [illegible] ☐ [illegible] ☑ JE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PE a
Gr.,
type
curb
wall
chan

ROW
con
rest

Preliminary Engineeri
Field Work $2
PS&E Prep. 1

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	5,300	10,200	91	08	Oregon	35	077	60

CY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
			B3		T-	5012	(1)	

COUNTY NAME: Josephine | CODE: 033

PROGRAM STAGE: ☐ 1 OR ☒

ROUTE NO. T | FEDERAL-AID: Primary Type II | STATE: City St. | U.S.:

ESTIMATED PROJECT COST BY PHASES

S	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
13	3,000	1,900	550	550 (City)	PE all phases; Gr., dr., 44' high-type pave. with curbs. Const. conc. walks and necessary channelization.
13	52,000	33,000	9,500	9,500 (City)	ROW-50' min.; Access control-none; Park. restrictions-none.
13	55,000	34,900	10,050	10,050 (City)	

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COUNTY & CITY SECTION
SEP 30 1971
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ UP
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

Preliminary Engineering:	
Field Work	$2,000
PS&E Prep.	1,000

-OVER-

USCOMM BUSCOMM-DC 48008-P61

4TH STREET-5TH STREET (GRANTS PASS) SECTION
PROJECT NO. T-5012(1)

Existing Facilities:

Bridge St.: 36' curbed section, oil mat surface, 2-lane, 2-way with sidewalks.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Bridge St. between 4th St. and 5th St.: Grade, drain, high-type pavement, concrete curbs and gutters to provide a 44' curbed section on new alignment to line up with "M" St. at the intersection with 5th St. Construct concrete sidewalks and provide necessary channelization at the intersections with 4th St. and 5th St.

Additional Right-of-Way: Required and will be obtained by the city of Grants Pass.

System Action: ~~Tentative~~ FAP Type II System is in the process of being submitted for FHWA approval and includes Bridge Street as part of the system.

Railroads, Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: Will be made by city as required.

Clearinghouse Approval: State and District 8 exempt under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: Opportunity to request a public hearing will be offered and will be held if so requested, as additional right-of-way is required.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FAP Type II System.

T.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 24, 1971

SUBJECT: Grants Pass Maintenance Station
TOPICS Project
City of Grants Pass

To: R. N. Bothman
Frank Hall
Sy Cox

As you discussed with Mr. Keasey, I am enclosing a sketch of the TOPICS Project in Grants Pass as it affects our maintenance station. Also attached is other related information regarding the TOPICS Project. As you will note by the attached February 21, 1969 letter to Mr. Tom Edwards, an investigation was made to relocate our Grants Pass Maintenance Station due to the possibility at that time of a street revision between Bridge Street and "M" Street.

I have located our maintenance building on the attached sketch. The proposed construction would 1. effectively eliminate our employee parking area 2. eliminate our present gas pump island 3. make the entrance into the front of the maintenance building very difficult and 4. eliminate any circulation of traffic around the building. You will recall our visit to this maintenance station last week and how crowded we are for space behind the building.

Within District 8 this maintenance station has the highest number of employees. The section crew has 13 men, the bridge crew has 7 men and the electrical crew has 2 men. In addition to this our winter seasonal manpower increases by about 7 men. Based on the foregoing information, this maintenance station should be scheduled for replacement even without the impending reduction in size. The present size is only 1.1 acres.

The best information I have at this time is that the TOPICS Project is scheduled for June 1972. It is recommended that we make every effort to relocate the Grants Pass Maintenance Station before that time.

C. Anderson
for JOHN QUINER II
Regional Maint. Engineer

JQII:cc
attach.
cc: George Thornton
Rn CHASE

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COUNTY & CITY SECTION
AUG 26 1971
☑ ENGR. ☑ COOR. ☑ CE ☒ AS ☑
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: August 11, 1971

CITY: GRANTS PASS   SECTION: 4th St.-5th St., Section of Bridge Street.

PROPOSED WORK: Grading, paving, channelization

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	52,000	31,200	10,400	10,400	
P.E.	3,000	1,800	600	600	

FIELD 2,000   P.S.& E. Preparation 1,000

EXISTING FACILITIES:

Bridge St.-36' curb to curb, oil mat, 2-lane, 2-way

PROJECT DATA:

Reconstruct Bridge Street from 4th Street to 5th Street to line up with "M" Street, including curbs, gutters, sidewalks, and intersection channelization.

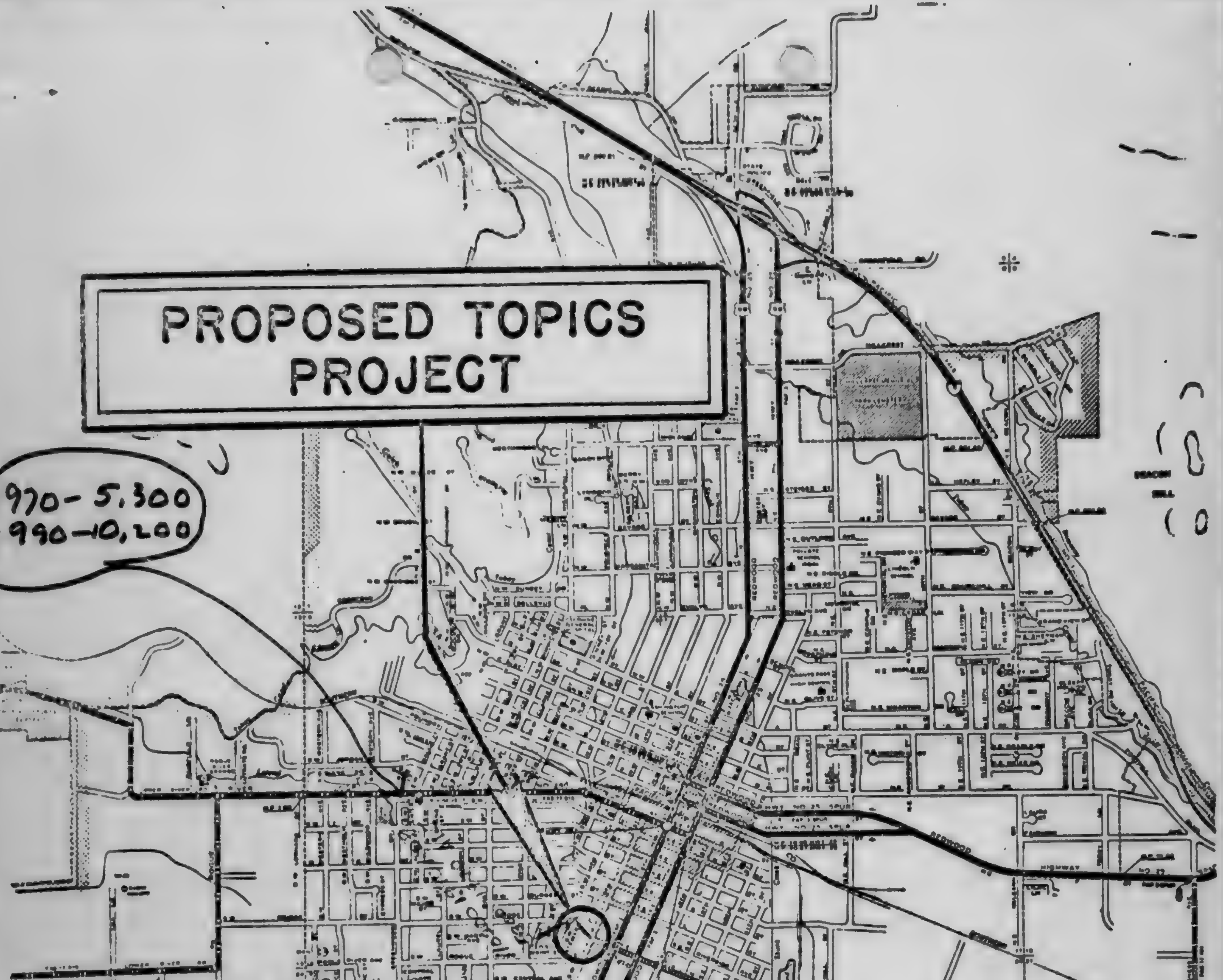
PROJECT NO.: T-5012( )
ADDITIONAL RIGHT OF WAY: Yes
SYSTEM ACTION: Type II System pending approval
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP Type II
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 8 CLEARINGHOUSE APPROVAL: Exempted December 1, 1970
HEARING: Yes
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

ADT: 1970- 5,300
1990-10,200

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71


PROPOSED TOPICS PROJECT
1970 - 5,300
1990 - 10,200
N
GRANTS PASS

Roseburg, Oregon
July 29, 1971

A. L. Chapman
Resident Engineer
GRANTS PASS

Authority for Survey
4th St-5th St. Sec.
Bridge Street (Grants Pass)
TOPICS

Please submit an "Authority for Survey" for the above project. Attached for your future use is a copy of the request submitted by the City of Grants Pass. This should give you all the information you need to design the type of project envisioned here.

Do no work until approved "Authority for Survey" is received.

S

WENDELL E. SCHWARTZ
Regional Construction Engr.

WES:cc
attach.

K Q C

☑ MGR. ☑ COOR. ☑ CE ☑ AE ☑ U
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Mr. Roy W. Norton
Public Works Director
City Hall
Grants Pass, Oregon 97526

July 27, 1971

Dear Mr. Norton:

The State Highway Commission today approved your requests for a TOPICS project on Bridge Street and for the development of an Areawide TOPICS Plan. Attached for your information are summaries of these projects.

As soon as programming with the Federal Highway Administration is completed, we will prepare and forward to you agreements to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

bc: ~~F. B. Crandall~~ L. H. Young

CITY OF GRANTS PASS
Proposed TOPICS Project

4th Street-5th Street (FAP Type II) (Grants Pass) Section of Bridge Street (FAP Type II). Grading, paving and channelization, $55,000.

Reconstruct Bridge Street from 4th Street to 5th Street to line up with "M" Street, including curbs, gutters, sidewalks and intersection channelization.

A public hearing will be required.

71-e
7/15/71

☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ GE ☑ RE ☑ RPE ☐

July 20, 1971

Mr. Roy W. Norton
Public Works Director
City Hall
Grants Pass, Oregon 97526

Dear Mr. Norton:

The requests submitted by the City of Grants Pass for a TOPICS project on Bridge Street and for an Areawide TOPICS Plan will be submitted to the Highway Commission for approval at the July 27, 1971 meeting. The estimated cost of each project is $55,000 for Bridge Street and $10,355 for the Areawide Plan.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard H. Bladorn
Urban Program Engineer

RHB:lat

GRANTS PASS 7-13-71

Fourth St. @ Bridge St. (Grants Pass) Sec.

Realignment - 44' curb-curb

Grade, pave, curb, & sidewalks.

Public Hearing

Cost:	Constr. =	$52,500
(4.8%)	P.E.	2,500
	TOTAL	$55,000

7-13-71

Reviewed with Glen Hossner - FHWA.
Project met with his acceptance.

T. 3

TELEPHONE 476-6641

POST OFFICE BOX 771

CITY OF GRANTS PASS

CITY HALL • FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

TOPICS
Re: Project #71-21

July 8, 1971

RECEIVED
COUNTY & CITY SECTION
JUL - 9 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H.S. Cox, County & City Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

The city of Grants Pass desires to implement procedures to allow the city to participate in the TOPICS Progam. The city has taken the following actions to establish eligibility for TOPICS funds:

1a) Interviewed four (4) consulting firms capable of preparing an areawide TOPICS plan.

2a) Accepted a proposal from Harstad Associates, Inc. of Seattle to prepare such areawide TOPICS plan.

3a) City Council passes Resolution #641 authorizing the City Manager to enter into an engineering contract with Harstad for an Areawide TOPICS plan.

1b) Prepared a map indicating a Primary Type II system within an urban area as defined by the Oregon State Highway Division.

2b) By Resolution #642, City Council did approve the Primary Type II system.

To obligate funds within the TOPICS program, the city submits the enclosed TOPICS Project Request. The proposed project would realign Bridge Street at its intersection with 4th Street and 5th Street to a direct connection with "M" Street at 5th Street. The proposal requires the construction of some 700 feet of new roadway and the reconstruction of two intersections. It would be necessary to purchase added right-of-way for this realignment. Estimated cost of the project exclusive of right-of-way is $55,000.

Mr. H.S. Co.
County & City Engineer

TOPICS
Re: Projedt #71-21

The City Council considered the proposed project and enacted resolution #643 accepting and adopting the project as an eligible and necessary project within the TOPICS program.

Very truly yours,

Roy W Norton

Roy W. Norton
Public Works Director

RWN/pm
cc: City Manager (1)
State Highway (2)
File (1)

TELEPHONE 476-6641

POST OFFICE BOX 771

CITY OF GRANTS PASS
CITY HALL • FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

TOPICS
Re: Project #71-21

July 8, 1971

City of Grants Pass
TOPICS Project Request
Utilities within Project Limits

Pacific Power & Light

Northwest Bell Telephone

Southern Oregon Cable TV

California Pacific Utilities

LK

RESOLUTION NO. 643

WHEREAS, Federal funds have been made available to the City of Grants Pass for the increasing of capacity and safety of city streets of the City of Grants Pass under the Federal-aid Highway Act of 1968, Chapter 1 of Title 23 of the United States Code, Section 135, "Urban Area Traffic Operations Improvement Program" known as Urban Traffic Operations Program to Increase Capacity and Safety or TOPICS; and

WHEREAS, it is necessary and desirable that the Common Council of the City of Grants Pass give certain authority under the said Federal Act in order that the said Federal funds may be made available to the City of Grants Pass; and

WHEREAS, it is both necessary and desirable that the capacity and safety of certain streets of the City of Grants Pass be improved or changed, thereby increasing their safety and capacity; and

WHEREAS, the Common Council of the City of Grants Pass approves of any action necessary to successfully make application for and utilize the said Federal funds under the said Federal Act for the said purpose,

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Grants Pass, Oregon, in regular session this 7th day of July, 1971, that the intersection of Fourth Street and Bridge Street in the City of Grants Pass, Josephine County, Oregon, is an eligible and necessary intersection to be included as a project under the said Federal Act for such Federal funds as may be available for the necessary increasing of the capacity and safety of the said intersection and the administration of the City of Grants Pass is directed to make all applications and do all acts and take all steps necessary to make the said intersection available for the said funds as a der the said Federal Act in order that the said Federal funds may be made available to the City of Grants Pass; and

WHEREAS, it is both necessary and desirable that the capacity and safety of certain streets of the City of Grants Pass be improved or changed, thereby increasing their safety and capacity; and

WHEREAS, the Common Council of the City of Grants Pass approves of any action necessary to successfully make application for and utilize the said Federal funds under the said Federal Act for the said purpose,

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Grants Pass, Oregon, in regular session this 7th day of July, 1971, that the intersection of Fourth Street and Bridge Street in the City of Grants Pass, Josephine County, Oregon, is an eligible and necessary intersection to be included as a project under the said Federal Act for such Federal funds as may be available for the necessary increasing of the capacity and safety of the said intersection and the administration of the City of Grants Pass is directed to make all applications and do all acts and take all steps necessary to make the said intersection available for the said funds as a project under the aforementioned Federal Act.

ADOPTED by the Common Council of the City of Grants Pass, Oregon, this 7th day of July, 1971.

SUBMITTED to and approved by the Mayor of the City of Grants Pass, Oregon, this 7th day of July, 1971.

Mayor

ATTEST:

City Auditor

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date July 7, 1971

Name of City Grants Pass
Major Street Name 4th Street & Bridge Street Intersection
Section Name Realignment of "M" Street & Bridge Street at their intersections with 5th Street & Fourth Street

Location of Project (Attach sketch map) Length 700 feet, see exhibit "A"
On Which System? Primary I ______ Primary II xx or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ______________; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No
Explain proposed work is located on city street netwprl

General description of proposed project: Realign "M" Street - Bridge Street to eliminate 3 right angle turns in a narrow right-of-way Bridge Street on 5th Street. Reconstruct 4th Street intersection with Bridge Street to increase vehicular capacity and safety at this intersection.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: ______________

2. Type: a. Traffic Control ______
   1. Pretimed ______
   2. Traffic-actuated
      - (a.) Full traffic-actuated ______
      - (b.) Semi-traffic-actuated ______
      - (c.) Volume density-actuated ______
      - (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

RECEIVED
COUNTY & CITY SECTION
JUL - 9 1971
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

T-1-69
(rev. 12-70)

c. Caution _______
d. Drawbridge _______
e. Lane-direction _______
f. Other ____

3. Number of Phases:
a. Two _____
b. Three ______
c. Multiple ______

4. Is interconnection for coordination necessary? _______ Remarks: ___
____
____
If so, by cable or leased telephone line? _______________

5. Type of Suspension:
a. Mast Arm _______
b. Span Wire _______
c. Signal Bridge _______

6. Paint Color Desired: ______________________________

7. Present Signalization: ______________________________
____

8. Other Remarks: ______________________________
____
____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: ______________________________
____
____

2. Type: a. Mercury Vapor _______
b. Fluorescent _______
c. High-pressure Sodium _______
d. Incandescent _______

3. Luminaire Distribution Type and Classification:
a. I _______
b. II _______
c. III _______
d. IV _______
e. V _______

Footnotes:

T-1-69
(rev. 12-70)

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead ______
   b. Underground ______

12. Present Illumination: ______________________________
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Fourth Street at the intersection with Bridge Street and Bridge Street as it proceeds easterly to 5th Street and then to "M" Street

2. Desired Work: Realign and reconstruct "M" Street - Bridge Street between the intersections at 5th Street and 4th Street

3. Typical Cross Section: 44 feet curb to curb, asphaltic concrete paving. See exhibit "B"

4. Curbs? Yes If so,
   a. Type Desired: (Standard, monolithic, rolled, or special) Monolithic
   b. Exposure 6-inches inches
   c. Width between curbs 44 ft. & varies ft.
   d. Desired curb radius 15 ft. min. ft.

5. Surfacing: A.C. xx P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: 36' curb to curb, oilmat. See exhibit "C"

7. Traffic Control Signing:
   a. By City at City Expense? xx
   b. By State at City Expense? ______
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? xx
   b. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length 1140 ft.
   b. Width 5' ft.
   c. Type P.C. Concrete
   d. Location: Throughout project. See exhibit "D"

Footnotes:

IV. STRUCTURE DATA:

1. Location: ______________________________

2. Desired Work: ______________________________

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ______________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location __________

7. Is a particular type of structure and design desired? __________
Explain: ______________________________

8. Can street be closed during construction? ______________

9. Detour: a. Required? ______
b. By City? ______
c. By Contractor? ______

10. Approaches or Connections: a. By City? ______
b. By Contractor? ______
c. Traveled surface: Type __________
Width __________ ft.
d. Shoulders: Type __________
Width __________ ft.

11. Existing Structure: a. Remain in Place? ______
b. Use for Detour? ______
c. Removed by City? ______
d. Removed by Contractor? ______
e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: ______
       Owner: ______
    b. Sanitary Sewer Mains: ______ Size: ______
       Owner: ______
    c. Storm Sewer: ______ Size: ______
       Owner: ______
    d. Gas Mains: ______ Size: ______
       Owner: ______
    e. Power Lines: ______
       Owner: ______
    f. Telephone Lines: ______
       Owner: ______
    g. Other Utilities: ______

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______

15. Does City wish lightpost bases and conduit installed? ______

16. Are there any unusual or complicating conditions? ______
    Explain: ______

17. Describe Existing Structure: ______

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 50 Ft. & 60 ft.
   - a. Maximum: 60 ft.
   - b. Minimum: 50 ft.

2. Will additional right-of-way be needed? Yes Explain: Realignment requires purchase of additional right-of-way. See exhibit "E"

3. Shall State prepare right-of-way descriptions? Yes

4. Is a public hearing necessary? Yes
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? Yes
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain:

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit ______ or Franchise xx (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location:

Footnotes:

a. Name of Railroad ______

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ______ Distance ____ft.
(2.) (Direction) ______ Distance ____ft.

d. Number of Trains: (1) Passenger ______ Speed ______mph
(2) Freight ______ Speed ______mph

e. Angle of Intersection: ______

f. Type of Existing Crossing: (1.) Grade ______
(2.) Overcrossing ______
(3.) Undercrossing ______

g. Existing Protection: (1.) Advance warning signs ______
(2.) Automatic flasher ______
(3.) Automatic bell ______
(4.) Gates ______
(5.) Stop signs ______
(6.) Crossbucks ______
(7.) Other ______

h. Proposed Type Crossing and Protection: ______

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______ City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 97,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 55,000
3. Date Match Money is Available: July 1, 1971
4. Will there be any 100% City money? Yes
(Non-participation items)
5. Maximum Amount of 100% City Money: $31,000

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Proposal for preparation of Areawide TOPICS Plan accepted and approved by City Council, Resolution #642. Proposal forwarded to State for further consideration.

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** Poor alignment for vehicular travel which seriously limits traffic capacity through these intersections and presents hazards to moving vehicles and pedestrians.

3. **This Project Would Accomplish the Following:** Increase traffic capacity of East-West travel on "M" Street-Bridge Street and increase the capacity and safety of the 4th Street and Bridge Street intersection

This application is not complete unless a sketch map showing the location of the project is attached.

The Grants Pass City Council on the 7 day of July, 19 71, adopted Resolution No. 643 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By Roy B. Norton

By Robert Mark

EXHIBIT "A"

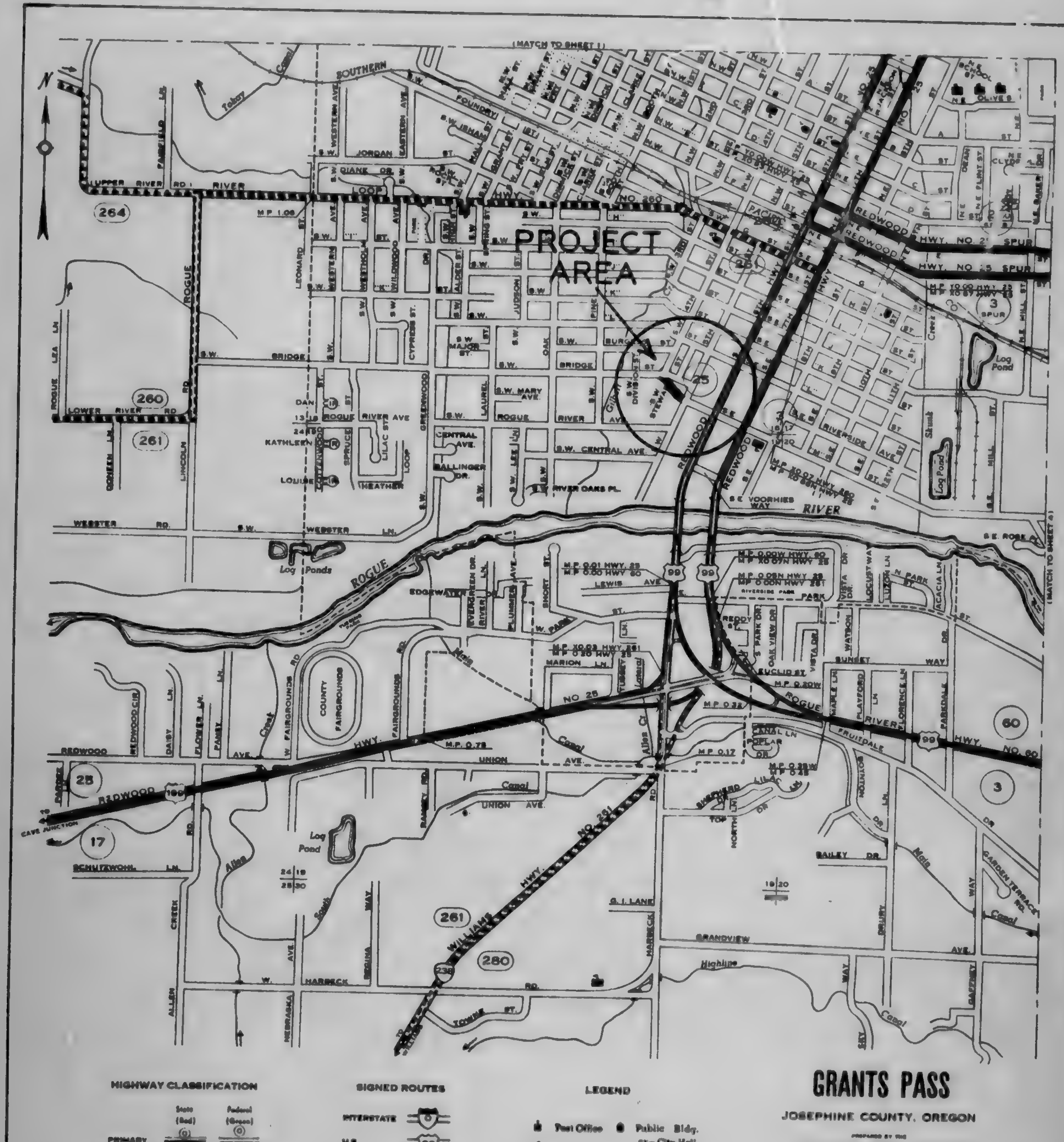
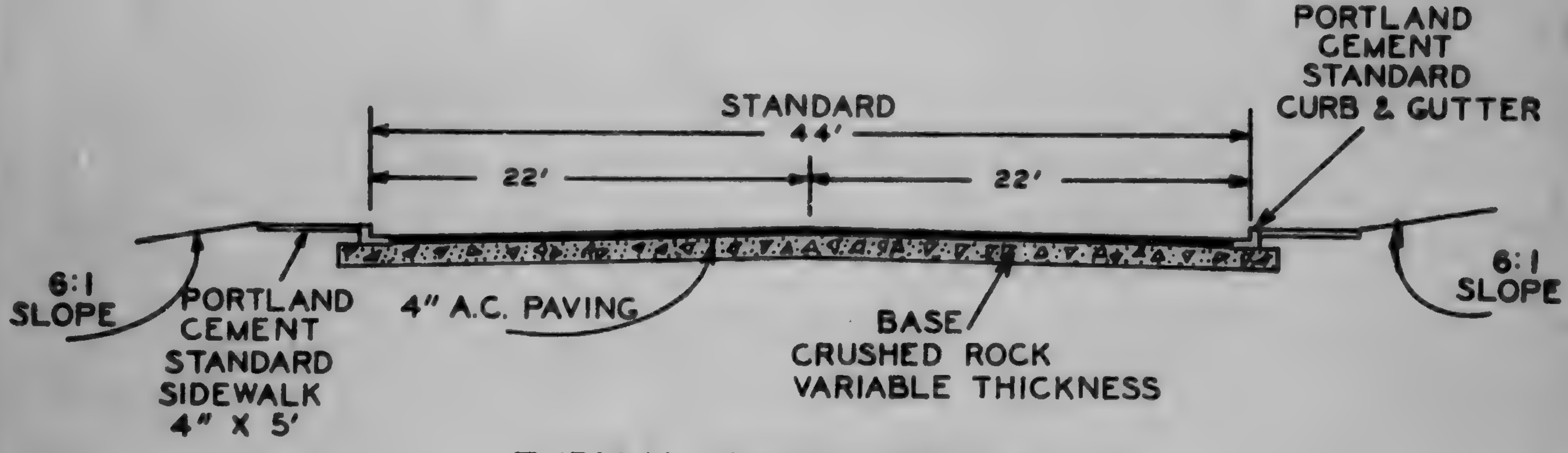

(MATCH TO SHEET 1)
PROJECT AREA
ROGUE RIVER
REDWOOD HWY. NO. 25
HWY. NO. 60
WILLIAMS HWY. NO. 261
COUNTY FAIRGROUNDS
Log Ponds
(MATCH TO SHEET 4)
HIGHWAY CLASSIFICATION
State (Red)
Federal (Green)
PRIMARY
SECONDARY
OTHER
CO
N.F.D.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
GRANTS PASS
JOSEPHINE COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 12,700
Scale in Feet
Revised January 1967
SHEET ARRANGEMENT
1
2
3
4
SHEET 3 OF 4 SHEETS

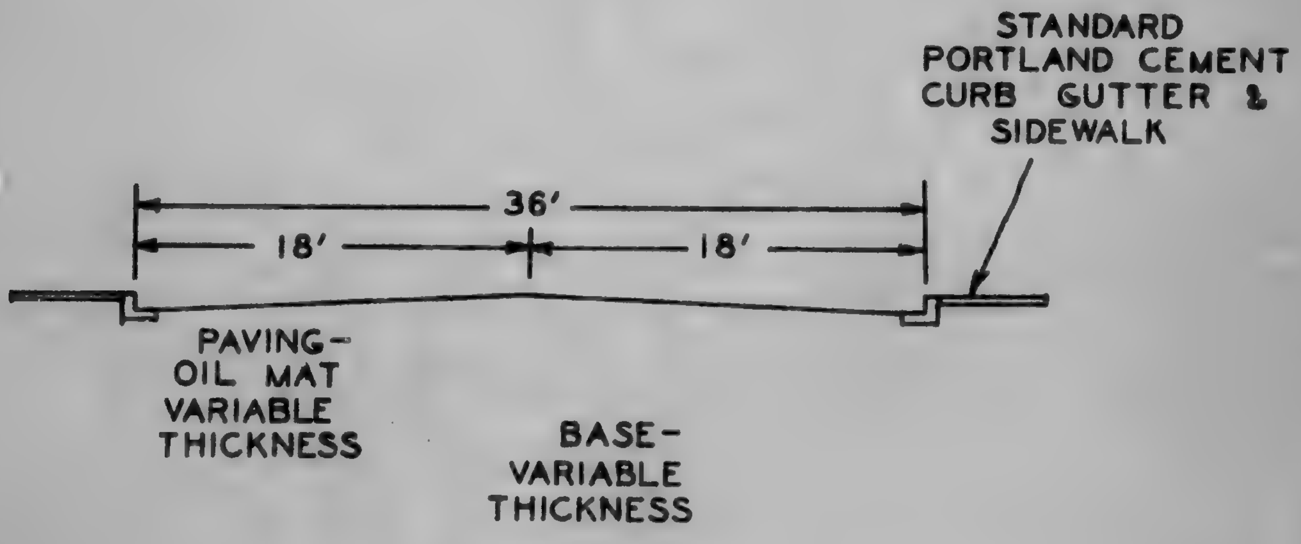
EXHIBIT "B"


PORTLAND
CEMENT
STANDARD
CURB & GUTTER
STANDARD
44'
22'
22'
6:1
SLOPE
PORTLAND
CEMENT
STANDARD
SIDEWALK
4" X 5'
4" A.C. PAVING
BASE
CRUSHED ROCK
VARIABLE THICKNESS
6:1
SLOPE

TYPICAL CROSS SECTION

SCALE: 1" = 10'

EXHIBIT "C"


STANDARD
PORTLAND CEMENT
CURB GUTTER &
SIDEWALK
36'
18'
18'
PAVING-
OIL MAT
VARIABLE
THICKNESS
BASE-
VARIABLE
THICKNESS

PRESENT
TYPICAL CROSS SECTION

SCALE: 1" = 10'

CITY
OF
GRANTS PASS

EXHIBIT "D"

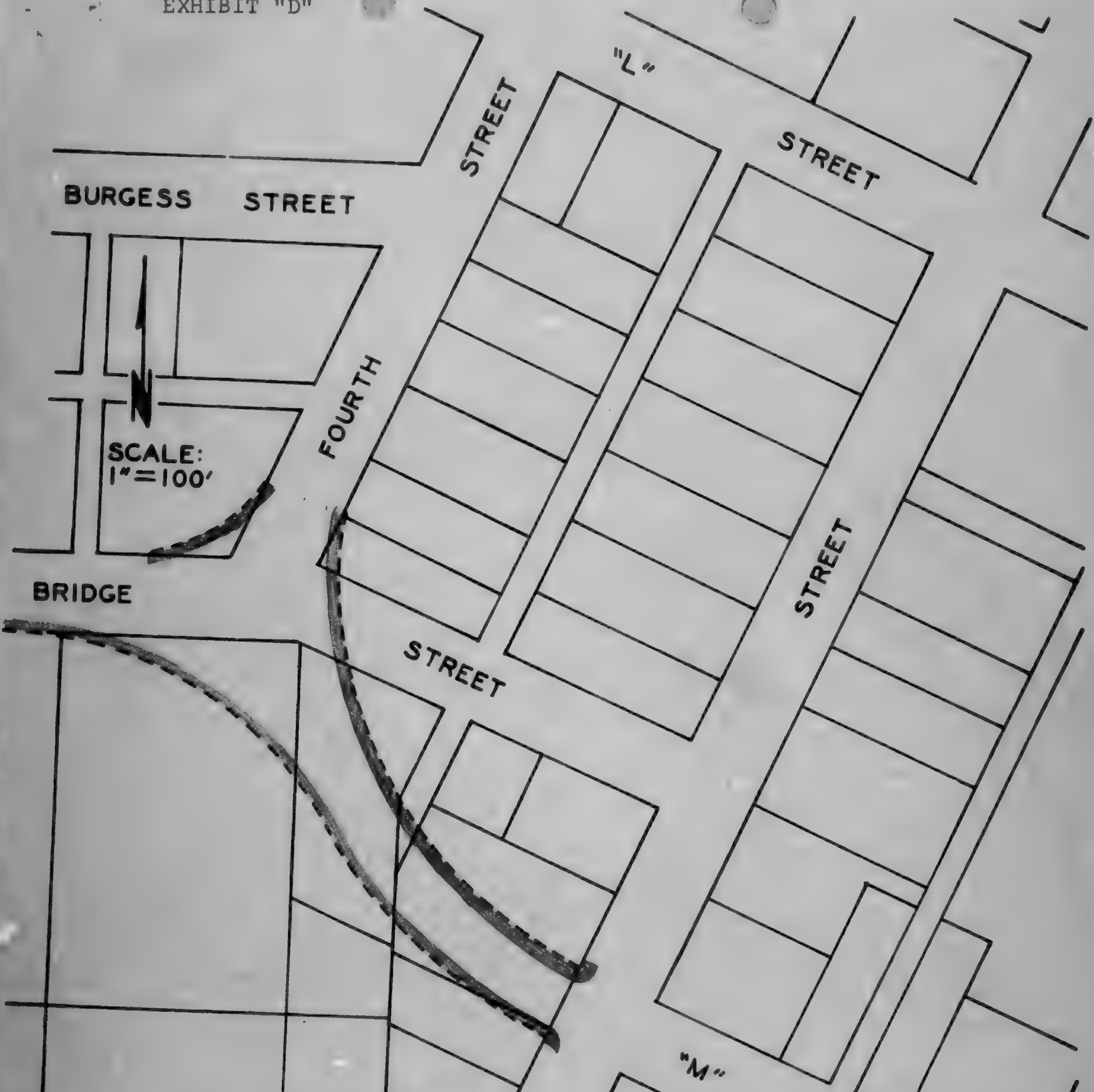
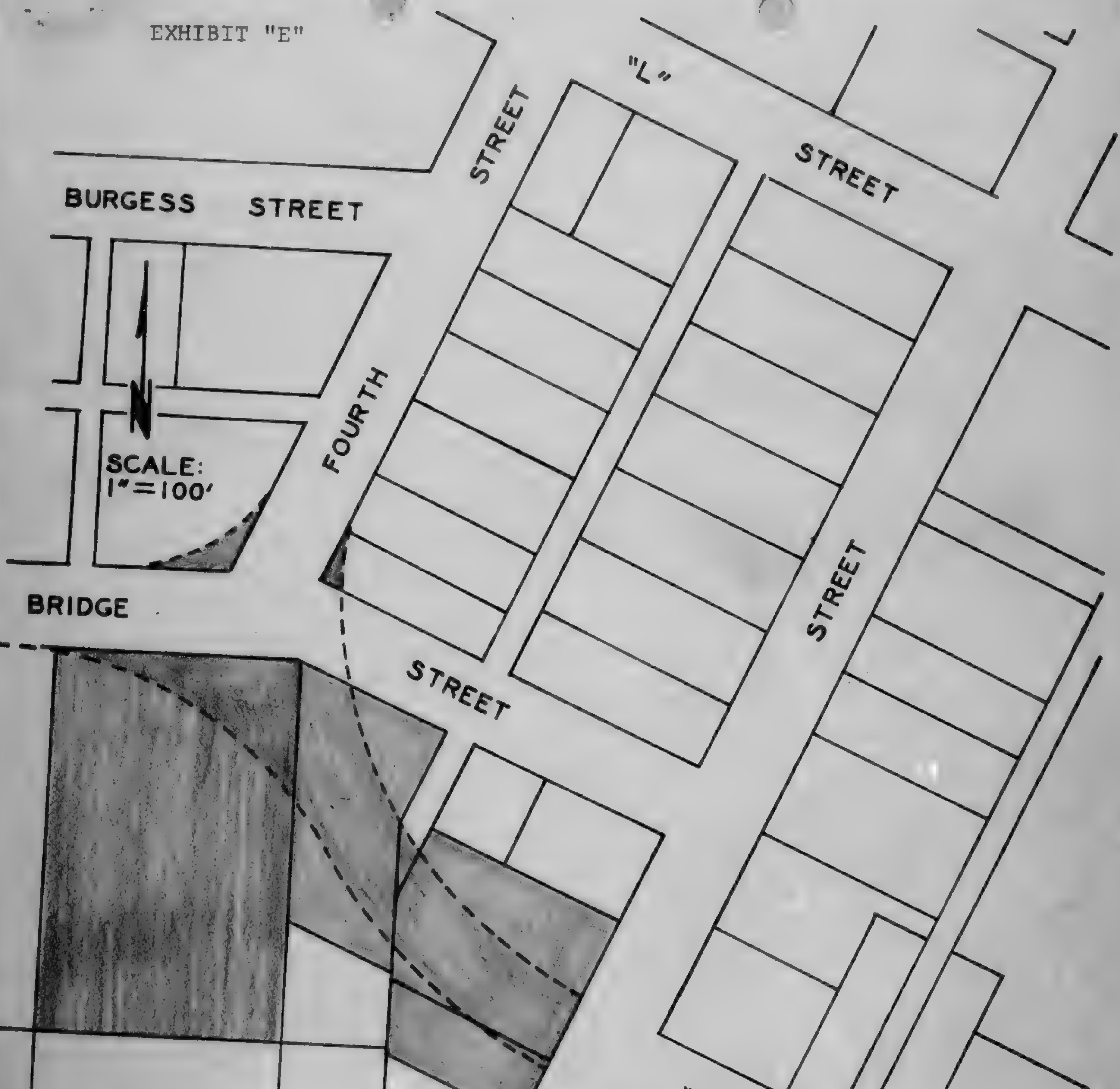

"L" STREET
BURGESS STREET
FOURTH STREET
SCALE: 1"=100'
BRIDGE STREET
STREET
"M" STREET
FIFTH
NOTE:
PROPOSED REALIGNMENT
SIDEWALK 5' WIDE

EXHIBIT "E"


"L" STREET
BURGESS STREET
FOURTH STREET
SCALE: 1"=100'
BRIDGE STREET
STREET
"M" STREET
FIFTH
NOTE:
PROPOSED REALIGNMENT
ADDITIONAL RIGHT-OF-WAY
RIGHT-OF-WAY OWNED BY CITY

FORM K-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 21, 1969

SUBJECT: Grants Pass Maintenance Station

To: Mr. Tom Edwards
Asst. State Highway Engineer
S A L E M

See 8/24/71 in this file

As requested in your letter of February 11, we have had our existing maintenance station site in Grants Pass appraised both as to entire value and value of remainder using four different possible realignments of "M" Street. These are indicated on the attached copy of a report from District Appraiser Richard Wilson.

We have also investigated the possibility of enlarging our present office site at the North Grants Pass Interchange as indicated on the attached aerial photo. We presently own approximately six acres in this site of which three acres more or less are taken up by the office building, car storage shed, parking areas and landscaped area. The remaining three acres are divided into separate parcels by the present development and, in order to properly develop a maintenance station at this location, it would appear to be necessary to acquire the 3.57 acres remaining between the freeway and Scenic Drive which is the connection to the old highway.

This area is in two ownerships, one of which contains a residence and is valued at $10,000, and the balance of the area is presently owned and being used by the Henry Stach Construction Company for equipment and material storage and shop area. There is only one inexpensive building on the Stach property but the remainder of the property is well filled with construction materials and equipment.

The appraisal for acquisition of the Stach property is $25,000. Acquisition of these two parcels would give us an "L" shaped area behind our present facilities with an irrigation ditch running transversely through the area which would again divide the property. The area to the north of the irrigation ditch is generally approximately 15 feet above the area south of the ditch. This still could be developed into an adequate maintenance site if the cost of acquisition is not considered too great.

The site previously recommended near the East Grants Pass Interchange along Agness Avenue would be considerably cheaper and would still provide good access to the freeway and to the Redwood Highway either via "E" Street or the future relocated Redwood Highway extension.

I do not feel that it is nearly as important in this case to consolidate our maintenance station with the office buildings since we do not have a District Maintenance office in Grants Pass. Also the area around the North Grants Pass Interchange is developing more or less residential with the exception of the Henry Stach Construction Company property.

The area east of Scoville Road has several very nice residences including that of the Honorable Representative Sidney Bazett who is in the process of subdividing his remaining land, partially for good residential property, and partially for the possible development of a motel and restaurant complex in the area adjacent to our frontage road. I think that if we should try to develop a maintenance station in this area Mr. Bazett would be the first to object because of the adverse effect on his proposed subdivision and commercial development.

There is possibly some other area in the vicinity of the north interchange farther west along Scenic Drive which could be developed as a maintenance station but it is farther removed from the interchange and it would still be necessary to traverse the Scenic Drive and Scoville Road area getting to and from the station. I, therefore, recommend again that if we are to abandon our present site that we relocate in the vicinity of the East Grants Pass Interchange, preferably on Site "A" as described in Carl William's report and approximately as indicated on the attached city map.

CT Keasey

C. T. KEASEY
Division Engineer

RECEIVED
FEB 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

CTK/cw
Attach.
cc E. S. Hunter

7918 Ruggles Road-Liberty Road Sec. of 1973
FAS 669 south of Grass Valley
(Grading and paving)

CJA 4734 - 6/14/23

7918 6-10-75 **STATE COPY** e

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. ~~S-395(1)~~ S-595(1)	2. COUNTY Sherman	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of roadway embankment, aggregate base, cold-mix asphalt concrete pavement, and extending two rigid frame structures with modified box culverts. This work was performed on the Ruggles Rd.-Liberty Rd. Section of FAS 669 approximately six miles south of Grass Valley.

5. CONTRACTOR'S NAME J. C. Compton	6. CONTRACT AMOUNT $ 189,600.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

COPY SENT
JUN 11 1975
Washington

SIGNATURE *(SHD Official)*
TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
JUN 12 1975
Office of
Assistant State Highway Engineer

6-12-75
Cy Const.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 38 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
6201	1.804	28		-

NOTED
H.S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY D. B. Carter	11. DATE OF INSPECTION June 9, 1975

12. IN COMPANY WITH George Jansen, Robert Holmes, Lloyd Gossen, Sherman County. Carl Williams, Robert Sandmann, Richard Hawkins, J. S. Sawyer, F. Walker, OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original Signed by D. B. Carter Area Engr. D. B. Carter		16. SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 6-9-75	17. TITLE District Engineer	18. DATE 6-11-75

FORM PR-33C
(Rev. 7-72)
Previous editions of this form are obsolete

7918

March 12, 1975

The Travelers Insurance Companies
1200 Sixth Avenue
Seattle, Washington 98101

Attention: Mark S. Richardson
Account Analyst
Surety Department

Gentlemen:

A post-final payment for $366.69 will be made to J. C. Compton on Contract No. 7918 for work on Ruggles Road-Liberty Road Section of FAS 669 in Sherman County as soon as the warrant is prepared.

The total amount paid on this contract will be $192,375.90 including the post-final payment. Of the total $2,631.98 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

7918

December 11, 1974

AIR MAIL
The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, CT 06103

Gentlemen:

On November 5, 1974, we wrote to you concerning release of final payment on Contract No. 7918 awarded to J. C. Compton Co. for work on the Ruggles Road-Liberty Road Section of FAS 669 in Sherman County.

Final payment on this contract is $9,624.12 and the total contract amount is $192,009.21 including $2,631.98 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

7918 . . .

STATE COPY

MONTHLY TRANSACTION NUMBER 12-17	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Sherman
MODIFICATION NUMBER 1	(PPM 21-7) 12-3-74	PROJECT NUMBER S-595(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 12, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 215,700	$ 221,580
Federal Funds	$ 137,163	$ 140,836
Other revisions		

This modification is made for the following reasons:

To include approved extra work order.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3d day of December, 1974.

Oregon State Highway Division
(Official name of Highway Department)

By E A Hunter

Assistant State Highway Engr.
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. F. Smith
for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. S-595(1)

RUGGLES RD.-LIBERTY RD. SECTION

COUNTY FAS ROUTE 669 IN SHERMAN COUNTY

Salem, Oregon, November 26, 1974

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 0+63.45 to Sta. 94+88.00)

Temporary Protection and Direction of Traffic	All	Required		$ 3,000.00
Clearing and Grubbing	All	Required		7,000.00
Removal of Structures and Obstructions	All	Required		3,000.00
Ditch Excavation	180	cu.yd.	5.00	900.00
General Excavation	17,000	cu.yd.	0.65	11,050.00
Trench Excavation	210	cu.yd.	5.00	1,050.00
Finishing Roadbed and Slopes	All	Required		4,000.00
Watering	700	M-gal.	4.00	2,800.00
1" - 0 Aggregate Base	24,000	ton	3.25	78,000.00
Cold Mix Asphalt Concrete Mixture	5,300	ton	5.00	26,500.00
Liquid Asphalt in Mixture	320	ton	47.00	15,040.00
Aggregate in Sand Choke Seal	160	cu.yd.	5.70	912.00
1/4" - 10 Aggregate in Seal	140	cu.yd.	5.70	798.00
CRS-2 Asphalt in Seal	22	ton	65.00	1,430.00
3/4" - 0 Aggregate in Prime Coat	200	cu.yd.	5.70	1,140.00
Liquid Asphalt in Prime Coat	36	ton	65.00	2,340.00
Class "A" Concrete in Box Culvert	60	cu.yd.	200.00	12,000.00
Reinforcement in Box Culvert	8,000	lb.	0.30	2,400.00
12-inch Culvert Pipe	290	lin.ft.	6.00	1,740.00
18-inch Culvert Pipe	124	lin.ft.	10.00	1,240.00
24-inch Culvert Pipe	350	lin.ft.	14.00	4,900.00
Guard Rail, Type 2	220	lin.ft.	8.00	1,760.00
Guard Rail, Type 2A	220	lin.ft.	10.00	2,200.00
Extra for Asphalt Approaches	12	only	100.00	1,200.00
Loose Riprap, Class 50	36	cu.yd.	10.00	360.00
Roadside Seeding and Mulching	5	acre	568.00	2,840.00
				$189,600.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 250.00
Permanent Pavement Striping	All Required	100.00
Temporary Erosion Control	All Required	100.00
EWO 2 Excavate & Backfill Soft Spots	All Required	2,630.00
		$ 3,080.00
	Subtotal	$192,680.00
	Engineering	28,900.00
	Total	$221,580.00

Length of Roadway - - - - - 1.804 Miles

Cost of Roadway per Mile - $122,827.05

Federal Funds	$140,836.00
State Funds	40,372.00
County Funds	40,372.00
Total	$221,580.00

Group 1 - 100%

Contract No. 7918

Prefix: 528-1054

7-918

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-22	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-12-73	COUNTY Sherman
		PROJECT NO. S-595(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 5 mi. N.W. of Kent, N 1.84 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-11-73	1.84
OTHER *(Specify)*		

FUNDS Pro-rata 63.59%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 215,700	$ 137,163

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. V. Smith
G. L. Green (Division Engineer)

Date executed by Division Engineer September 12, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal Aid Project
No. S-595(1)

RUGGLES RD.-LIBERTY RD. SECTION

COUNTY FAS ROUTE 669 IN SHERMAN COUNTY

Salem, Oregon, September 6, 1973

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 0+63.45 to Sta. 94+88.00)

Temporary Protection and Direction of Traffic	All	Required		$ 3,000.00
Clearing and Grubbing	All	Required		7,000.00
Removal of Structures and Obstructions	All	Required		3,000.00
Ditch Excavation	180	cu.yds.	5.00	900.00
General Excavation	17,000	cu.yds.	0.65	11,050.00
Trench Excavation	210	cu.yds.	5.00	1,050.00
Finishing Roadbed and Slopes	All	Required		4,000.00
Watering	700	M-gals.	4.00	2,800.00
1" - 0 Aggregate Base	24,000	tons	3.25	78,000.00
Cold Mix Asphalt Concrete Mixture	5,300	tons	5.00	26,500.00
Liquid Asphalt in Mixture	320	tons	47.00	15,040.00
Aggregate in Sand Choke Seal	160	cu.yds.	5.70	912.00
1/4" - 10 Aggregate in Seal	140	cu.yds.	5.70	798.00
CRS-2 Asphalt in Seal	22	tons	65.00	1,430.00
3/4" - 0 Aggregate in Prime Coat	200	cu.yds.	5.70	1,140.00
Liquid Asphalt in Prime Coat	36	tons	65.00	2,340.00
Class "A" Concrete in Box Culvert	60	cu.yds.	200.00	12,000.00
Reinforcement in Box Culvert	8,000	lbs.	0.30	2,400.00
12-inch Culvert Pipe	290	lin.ft.	6.00	1,740.00
18-inch Culvert Pipe	124	lin.ft.	10.00	1,240.00
24-inch Culvert Pipe	350	lin.ft.	14.00	4,900.00
Guard Rail, Type 2	220	lin.ft.	8.00	1,760.00
Guard Rail, Type 2A	220	lin.ft.	10.00	2,200.00
Extra for Asphalt Approaches	12	only	100.00	1,200.00
Loose Riprap, Class 50	36	cu.yds.	10.00	360.00
Roadside Seeding and Mulching	5	acres	568.00	2,840.00
				$ 189,600.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 250.00
Permanent Pavement Striping	All Required	100.00
Temporary Erosion Control	All Required	100.00
		$ 450.00

Subtotal	$ 190,050.00
13-1/2% Engineering	25,650.00
Total	$ 215,700.00

Length of Roadway - - - 1.804 Miles

Cost of Roadway Per Mile - - - $119,567.63

Federal Funds	$ 137,163.00
State Funds	39,268.00
County Funds	39,269.00
Total	$ 215,700.00

Group 1 - 100%

Contract No. 7918

Prefix: 528-1054

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on November 1, 1974, I accepted the following:

Contract No. 7918 , Work Completed June 3, 1974

Project Ruggles Road - Liberty Road

Highway FAS 669 County Sherman

Type of Work Grading and Paving

Contractor J. C. Compton

F B Klaboe
Administrator and
State Highway Engineer

11-5-74
[illegible]

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
L. W. Vail Co., Inc. No. 7787	Arnold Ice Caves Rd.-Horse Ridge, Central Oregon, Deschutes County	November 1, 1974
M. C. Lininger & Sons, Inc. No. 8025	Jacksonville ("E" St.) Jackson County	November 1, 1974
Cascade Construction Co. No. 8039	Oregon City - Carus, Cascade, Clackamas County	November 1, 1974
J. C. Compton No. 7918	Ruggles Rd.-Liberty Rd., FAS 669, Sherman County	November 1, 1974
Gibbons and Reed Co. No. 7670	Olds Ferry-N. Fork Jacobsen Gulch, Old Oregon Trail, Malheur County	November 4, 1974
Road & Driveway Co. No. 8029	Waldport (Mill Street) Lincoln County	November 4, 1974
M. C. Lininger & Sons, Inc. No. 8026	Shady Cove (Schoolhouse Lane) Jackson County	November 8, 1974
Laskey-Clifton Corp. No. 7973	Umpqua Highway Junction (Reedsport), Oregon Coast, Douglas County	November 13, 1974
White Construction Co. No. 7969	Irrigon Junction-Bubbs Ranch, Old Oregon Trail, (Four Counties)	November 13, 1974
J. C. Compton & Ross Bros. Construction, Inc. No. 7605	N. Fork Jacobsen Gulch-N. Ontario Interchange, Old Oregon Trail, Malheur County	November 13, 1974

Contractor and Contract No.	Section and Highway	Acceptance Date
R. L. Coats No. 7922	2nd St.-S. Railroad Boulevard (Redmond), FAS 782 and 926 (Antler Avenue) Deschutes County	November 13, 1974
L. W. Vail, Co., Inc. No. 7889	Idaho Line-Sheaville, I.O.N., Malheur County	November 15, 1974
Palmberg Paving Co., Inc. No. 8023	Cannon Beach (Spruce & 1st Streets), Clatsop County	November 15, 1974
F. G. Scott Construction Company No. 7986	Marquam Bridge-S.W. Spring Garden Street, Pacific, Multnomah County	November 16, 1974
Cascade Construction Co. No. 7846	Ava Ave.-E. Burnside St., Mt. Hood, Multnomah County	November 18, 1974

Administrator and State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 31, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7918, Work Completed June 3, 1974

Project Ruggles Rd. - Liberty Rd.

Highway FAS 669, County Sherman

Type of Work Grading and Paving

Contractor J. C. Compton

Recommended Acceptance Date November 1, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
STATE HWY ENGR
NOV 4 '74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7918

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Ruggles Road - Liberty Road Sect.	SECTION: Ruggles Road - liberty Road	WEEK ENDING: October 12, 1974
CONTRACTOR: J. C. Compton Co.	HIGHWAY: FAS 669	SECTION PREFIX: 528-1054
DATE OF CONTRACT: August 29, 1973	KIND OF WORK: Grade, Pave	COUNTY: Sherman
	CONTRACT NUMBER: 7918	FEDERAL AID PROJECT NUMBER: S-595(1)
	DATE WORK STARTED: October 5, 1973	ESTIMATED COMPLETION DATE: June 3, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED ~~CALENDAR~~ work DAYS: 200	~~CALENDAR~~ work DAYS USED: 170
PROJECT AUTHORIZATION: $215,706.75	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: 85%
EXCLUSIVE OF ENGINEERING: $198,602.25	ENGINEERING AUTHORIZATION: $17,104.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $191,946.15	ENGINEERING COST TO DATE: $27,729.00 Cost this week 0.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102%
ESTIMATED PERCENT: UNDERRUN 3.4 %	PERCENT OF AUTHORIZATION: 162.0 %	DATE PROJECT WAS COMPLETED: June 3, 1974

W/Engineering: OVERRUN 1.7%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guardrail	
100%	100%	100%	100%	100%	100%	100%	

	Cu.Yds. GRADING	Tons SURFACING	MATERIALS	Guardrail	Tons PAVING
MILES IN PROJECT	1.8	1.8	Tons	0.07	1.8
MILES PARTIALLY COMPLETED	1.8	1.8		0.07	1.8
MILES COMPLETED	1.8	1.8		0.07	1.8
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17,036	24,200	29,600	444 Lin.Ft.	6,428
TOTAL QUANTITIES CORRECTED TO DATE	20,547	24,517	29,600	367 Lin.Ft.	6,867
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,547	24,517	29,600	367 Lin.Ft.	6,867
AVERAGE DAILY QUANTITIES This week (0)	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
10-6-74 SUNDAY	Clear	0		Project completed.
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Cloudy			
FRIDAY	Clear			
10-12-74 SATURDAY	Clear			

RECEIVED
OCT 14 1974
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10-6-74 SUNDAY	
MONDAY	Project completed. No work.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
10-12-74 SATURDAY	

REMARKS

Contract completed.

Semi-Final Estimate was submitted to Region Office on Tuesday, October 1, 1974.

This will be the last Weekly Report on this project submitted by this office.

SIGNED Erle L. Calhoun LOCATION P. O. Box 420, The Dalles, Oregon

for J. S. Sawyer, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

7918

September 25, 1973

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 7918 for work on the Ruggles Road-Liberty Road Section of FAS 669 in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

hs
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc C. T. Kassey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
W. Reid Meritt

7918

5

August 30, 1973

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The Oregon Transportation Commission on August 29, 1973, accepted your proposal on the Ruggles Road-Liberty Road Section of FAS 669 in Sherman County for the sum of $189,600 and referred it to the Administrator of Highways with authority to award the contract as soon as Sherman County approves the project and deposits $43,100.

Later that same day these conditions were fulfilled and the Administrator of Highways on August 29 awarded you the project, which has been assigned Contract No. 7918.

Contract forms are being prepared and will be sent to you for execution.

Very truly yours,

C. W. Mead, Manager
ADMINISTRATIVE SERVICES

ks

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Keasey
Walt Hart
J. F. Putnam
W. Reid Meritt
Don Trout
L. H. Young
Attn Vince Gallagher
William Geibel (SAIF)

7918

June 14, 1973

Sherman County Court
Courthouse
Moro, Oregon 97039

Attention: Carrie H. Belshe
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5234

Gentlemen:

Attached for your records is a fully executed copy of a construction finance agreement covering the Liberty Road-Ruggles Road Section on FAS 669.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Att.

cc H. S. Cox
(conf. agree. att.)

TRANSACTION NUMBER 5-50 THRU 5-53

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-11-73

BY (Signature): MR. YOUNG'S MAY 7, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ____

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 1117 THRU 1120

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
1117	S-178(6)	4.56	110,000	69,900	HAMILTON CREEK SCHOOL-BERLIN SECTION. LINN COUNTY	HIGH TYPE PAVEMENT AND GUARDRAIL
111[illegible]	S-271(11)	2.27	1,250,000	794,500	HOGAN ROAD-BORING SECTION CLACKAMAS COUNTY	GRADE-DRAIN-HIGH TYPE PAVEMENT
1119	S-595(1)	1.84	230,000	146,100	RUGGLES ROAD-LIBERTY ROAD SECTION SHERMAN COUNTY	GRADE-DRAIN-HIGH TYPE PAVEMENT
1120	S-488(3)	0.005	50,000	31,780	WHISKEY CREEK (PERRY JOHNSON) BRIDGE SECTION. WALLOWA COUNTY	ONE STRUCTURE

5-11-73

NOTED
A. E. JOHNSON

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF [illegible] SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

Orig – Hunter
5-15-73

7918

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-11-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 5-71)

GPO 938-690

7918

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MEMO TO FILES
May 10, 1973

Re: Ruggles Road-Liberty Road Section
Kent-Grass Valley Road, FAS 669
Sherman County

Based on the contents of the attached letter from Sherman County, the County has complied with the intent and purpose of PPM 20-8 and PPM 20-5 relative to public hearings; therefore, a formal public hearing will not be required for the subject project.

For H. S. Cox
County and City Engineer

RHP:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
W. J. Hart
R. E. Royer
J. H. Versteeg
Victor Wolfe
L. H. Young
B. L. Gifford
R. N. Chase

NOTED
E. S. HUNTER

RECEIVED
MAY 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FAS 669
Sherman Co.

SHERMAN COUNTY
MORO, OREGON 97039

May 2, 1973

Re: Ruggles Road-Liberty Road Section
Kent-Grass Valley Road, FAS 669
Sherman County

RECEIVED
COUNTY & CITY SECTION
MAY - 9 1973
☑ ENGR. ☒ COOR. ☐ CE ☐ AE ☐ DE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Sir:

Concerning the recent letter from you, dated April 24, 1973, Sherman County did the following:

1. Contacted the following owners of property in March 1973:
    William S. Holmes & Edna H. Holmes
    Linda Rae Schilling & LaVelle Lee Brandsness
    Hans C. Bardenhagen & Frances A. Bardenhagen

2. Explained the project and the purpose of the right-of way acquisition to each one.

3. All property owners favored the project and none contested the taking of his property for right-of-way purposes.

4. Since each property owner was satisfied with the explanation of the proposal, there were no requests for an additional formal public hearing.

The County has considered the social, economic, and environmental effects of the project and does request location and design approval.

Very truly yours,

Sherman County Court

George H. Jensen
County Judge

L. E. Kaseberg
County Commissioner

Ralph H. Holmes
County Commissioner

LOCATION - DESIGN APPROVAL

COUNTY: SHERMAN

SECTION: Ruggles Road-Liberty Road

FAS NO.: 669

ROAD NAME: Kent-Grass Valley

PROJECT DESCRIPTION: Grade, drain, base and pave two-lane facility 1.84 miles long with two 10-foot travel lanes and 4-foot shoulders.

ESTIMATED COST: $230,000

HIGHWAY COMMISSION APPROVAL: April 4, 1972

HEARING: None required

STATE CLEARINGHOUSE REVIEW: Received April 18, 1972

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required

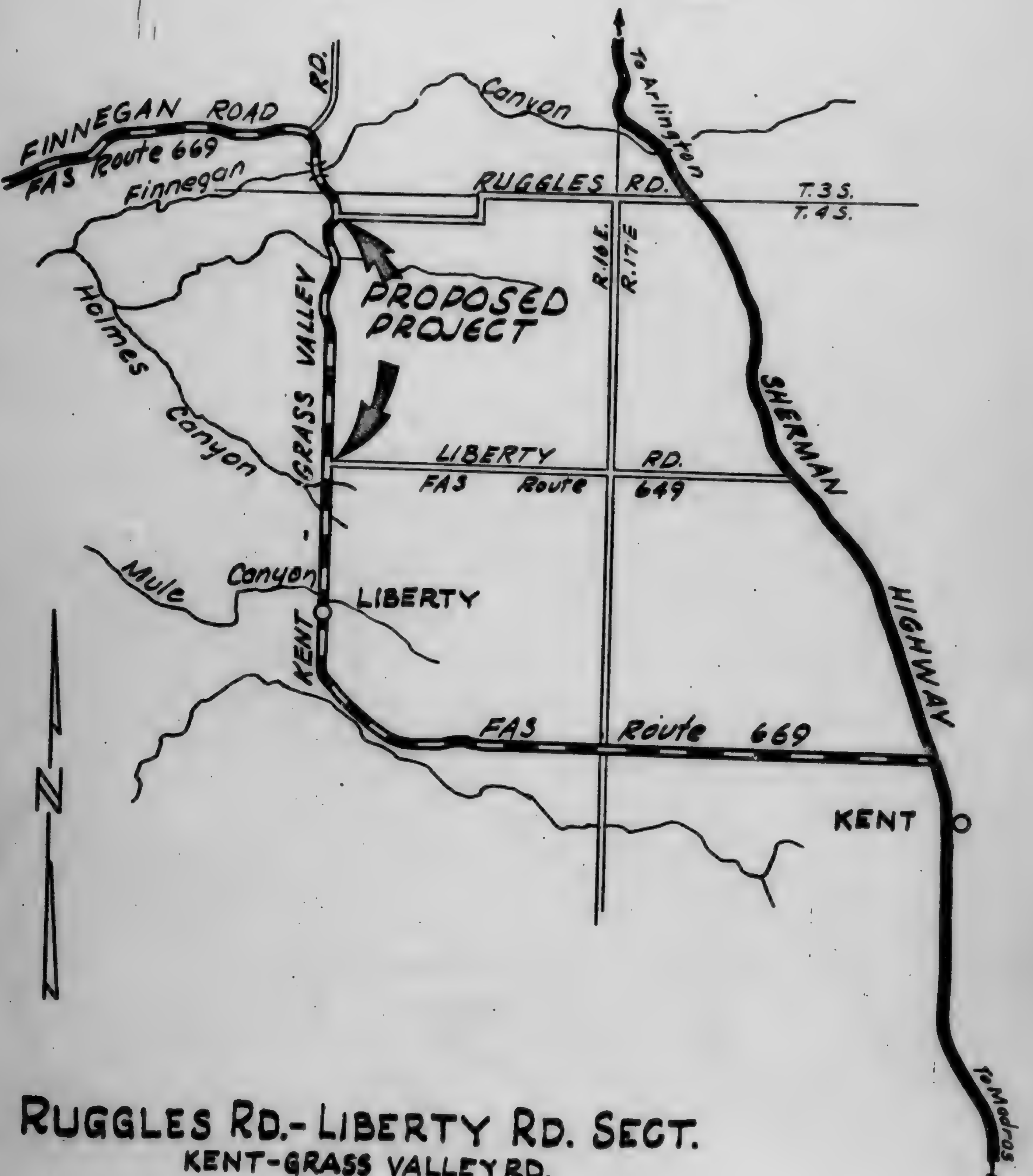
ENVIRONMENTAL STATEMENT: Negative Declaration approved April 25, 1973 by FHWA

REMARKS:

APPROVED: May 11 1973

E G Hunter

Assistant State Highway Engineer


To Arlington
FINNEGAN ROAD
FAS Route 669
RD.
Canyon
Finnegan
RUGGLES RD.
T.3S.
T.4S.
R.16E.
R.17E.
Holmes
Canyon
GRASS VALLEY
PROPOSED PROJECT
SHERMAN
HIGHWAY
LIBERTY RD.
FAS Route 649
Mule Canyon
LIBERTY
KENT
FAS Route 669
KENT
N
To Moro

RUGGLES RD.- LIBERTY RD. SECT.

KENT-GRASS VALLEY RD.

Sherman County

7918

5

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 7, 1973

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

SUBJECT Program Data Submission
for four Secondary Projects

We are submitting program data for four Secondary Projects, Item Nos. 1117 through 1120, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been selected by the Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

Enclosed is one copy of A-95 reviews not previously submitted.

For status of environmental statement requirements of PPM 90-1 see individual Project PR-1 forms.

For public hearing requirements of PPM 20-8 refer to individual Project PR-1 forms.

Enc.

JG:pr

Gen File

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

Mr. George Baldwin
Administrator
Highway Division
Highway Building
Salem, Oregon 97310

SHERMAN Co.
FAS-C

Re: Liberty Rd.-Ruggles Rd.-FAS 669
PNRS #7204 2 130

Dear George:

This is to acknowledge receipt of your Notice of Intent to file for Federal funds.

We have considered your proposal and concluded that it is essentially of limited local impact and presents no conflicts with existing state plans.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95.

Sincerely,

Cleighton Penwell

Cleighton Penwell

NOTED
F. B. KLABOE

NOTED
R. D. ASBURY

CP:ml

cc R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring

George

R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
R. S. Hawkins
F. F. Putnam

RECEIVED
APR 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. N. CHASE

Ben
BEN GIFFORD
4/10

NOTED
R. N. CHASE

S-595(1)

MID-COLUMBIA ECONOMIC DEVELOPMENT DISTRICT
P. O. BOX 280 · THE DALLES, OREGON 97058

TELEPHONE 503 — 296-2266

April 21, 1972

Mr. R. D. Asburry
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Asburry:

The Board of Directors of Mid-Columbia Economic Development District, acting as Oregon District #9 Council of Governments, on April 19th reviewed the Notice of Intent to apply for federal aid on Liberty Road-Ruggles Road, FAS 669, Sherman County.

The District finds no conflict and is in favor of the proposed project.

Sincerely yours,

Richard W. Pearson

Richard W. Pearson
Executive Director

RWP:blm

cc: Richard Jentzsch, LGR, Salem
Judge V. Miller, Sherman County
Wm. Kramer, Fed. Aid. Sec., Salem

BEN GIFFORD

4/10

cc: April 24, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.S. Hawkins
J.F. Putnam

RECEIVED

Ben

NOTED
R. H. CHASE

Budget Bureau No. 41-R2067; Approva

U.S. DEPART
BUREA

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 5-7-73

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co.Rd. approx. 5 mi. NW of Kent, N 1.84 mi. 65	ADT	PRESENT 40*	FUTURE (66) 60 (70)	YEAR (71) 93 (72)	REGION 10	STATE NAME Oregon	STA COD (2) 3

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., High-Type Pave. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 S- 23	NUMBER 7 595	SEQ. (1

CARD	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Sherman				CODE 055 (14) (16)	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 669 (32)	STATE Co.Rd. (36)	(37) U.S. (41)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		Co.Rd. approx. 5 mi. NW of Kent, N 1.84 mi.						Gr. 2-1 gra 2 r cul Sta
5					ROW								(Co ma
5					CONST (CODE) 6201		"Ruggles Road-Liberty Rd. Sec."	1.84	230,000	146,100	41,950	41,950 (Co.)	RO Ac Pa

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.84	230,000	146,100	41,950	41,950 (Co.)	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS		

*DHV is 16 for this location.

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

SENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
40*	60 (66) (70)	93 (71) (72)	10	Oregon	35 (2) (3)	022 (4) (9)	1119 (14) (16)

DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(71)	(72) (73)	(74) (75)	14 S- 23	7 595	(1) 13	(24) (26)	27

COUNTY NAME			CODE	PROGRAM STAGE
Sherman			055 (14) (16)	☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 669 (32)	STATE Co.Rd. (36)	U.S. (37) (41)	

ESTIMATED PROJECT COST BY PHASES

…TED …T (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
,000	146,100	41,950	41,950 (Co.)
,000 (23)	146,100 (24) (33)	41,950	41,950 (Co.)

CHARACTER OF PROPOSED WORK
(Full description)

Gr., dr., H.T. pave 2-12' lanes with 2' gravel shldrs. Extend 2 ridged frame conc. culv. Striping by State forces.

(County to provide & maintain detour.)

ROW-60' normal;
Access control-none;
Parking restrictions-none.

REMARKS

this location.

(OVER)

USCOMM DUSCOMM-DC 48905-P61

RUGGLES ROAD-LIBERTY ROAD SECTION
PROJECT S-595(1)

Existing Facilities: 24-foot to 26-foot graveled surface (two ridged frame conc. culverts---one 5'x5' and the other 12'x6').

Adjacent Sections: Roadway same as existing facilities.

Project Data: The work consists of grade, drain and high-type pave two 12-foot lanes with 2-foot gravel shoulders and extending the two existing ridged frame concrete culverts. Construction signing by contractor. Striping will be done by State forces.

NOTE: County will provide and maintain detour.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: County will make such payments as required.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

Requirements of PPM 90-1: Negative Declaration concurred in by FHWA on April 25, 1973.

A-95 Review: State Clearinghouse letter of approval received April 18, 1972. District 9 Clearinghouse letter of approval dated April 21, 1972.

Public Hearings: The County contacted all property owners along the project from which right-of-way is to be acquired. The project was explained and all questions answered to the satisfaction of the property owners. The property owners gave no indications of a desire for a public hearing. This fact has been documented by the County and copies of the documents are in the Oregon State Highway Division files. The right-of-way required is insignificant and the Oregon State Highway Division and Sherman County have concluded, based on the above stated action, that the intent of PPM 20-8 relative to public hearings has been fulfilled.

Location/Design A

Control of Utilit
legal authority t
of this project.
with paragraph 6c

Route Data: This

S ROAD-LIBERTY ROAD SECTION
PROJECT S-595(1)

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high-type pave
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signing by con-

payments as

Recreation and

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received April 18,
April 21, 1972.

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by the County and
ay Division files.
egon State Highway
the above stated
c hearings has

Location/Design Approval: Processed under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market, school bus and mail route.

7918

s

May 7, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following four Secondary projects.

Item No.	Project No.	Section Name & PNRS No.
1117	S-178(6)	Hamilton Cr. School-Berlin #7208-2-390
1118	S-271(11)	Hogan Rd.-Boring (Enclosed is copy of Clearinghouse letter of approval)
1119	S-595(1)	Ruggles Road-Liberty Road #7206-2-130
1120	S-488(3)	Whiskey Cr. (Perry Johnson) Br. #7208-2-270

Enc.

cc: R. H. Chase
B. L. Gifford

JG:pr

7918

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 19, 1973

Keep

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Ruggles Road-Liberty Road Section
Kent-Grass Valley Road, FAS 669
Sherman County

This negative declaration covering the subject FAS-C project is being submitted for your approval.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on the Kent-Grass Valley County Road approximately eight miles south of Grass Valley in south Sherman County.

The proposal consists of grading and base, draining, and placing a bituminous wearing surface along an existing two-lane facility 1.84 miles long, between Liberty Road and Ruggles Road. Cross-sectional dimensions consist of two 10-foot travel lanes with 4-foot shoulders. Two small structures will be widened to conform to the new roadway width. The County will provide the right-of-way, construct necessary fencing, and be responsible for utility adjustments.

PURPOSE OF PROJECT The purpose of the proposed project is to widen and upgrade an existing gravel surface facility. The improvement is needed to serve the transportation needs of the area by providing a safe, all-weather, low-maintenance road.

RECEIVED
APR 23 1973
OREGON DIVISION

EXISTING ENVIRONMENTAL SETTING

The area of Sherman County in which the proposal is located is composed of rolling agricultural lands where wheat and cattle form the principle economy. The terrain is typically lined with semidry canyons and gullies subject to seasonal thundershower activity which produces runoffs of infrequent occurrence and short duration. Practically all tillable land is sown to wheat, and other land, not suitable for farming, supports livestock grazing.

The proposed project is located on a county road which serves as a farm-to-market, school bus, mail, and grain-hauling route. Traffic counts for 1971 indicate 50 ADT and, by using a 20-year projection factor of 1.7, a 1990 ADT of 85 is anticipated.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The proposal essentially is an upgrading of an existing facility by widening the present roadbed in place and straightening a curved section at the northerly end. As a consequence, a small amount of right-of-way will be needed to accommodate, in some areas, the new roadbed geometry; however, no one will be required to move from his farm, home, or business location. No farm operations will be impaired and existing road approaches will be restored.

The State Executive Department, having considered the proposal and concluded that it is essentially of limited local impact and presents no conflicts with existing State plans, approved the project. The District 9 Council of Governments reviewed the proposal and, finding no conflicts, submitted its concurrence.

There are no public parks, recreation facilities, or registered historic sites affected by the proposal; nor are there any wildlife nesting or feeding grounds that will be adversely affected.

Two semidry canyons cross the road within the confines of the proposed project and are typical of the many other canyons in the area which are subject to seasonal thundershower activity. Although aquatic life is extremely limited, all precautions will be taken to protect the natural environment during the process of widening the existing structures at the crossing sites. Protective measures will be taken so that waste or deleterious materials will not remain in areas where they could be carried by future runoffs and allowed to impair or damage the water quality of downstream areas which sustain constant water flows.

Due to the remoteness of the area, sparsity of population, and lack of probable use, footpaths or bicycle trails have not been considered as part of this proposal.

The County officials will offer the opportunity for a public hearing if necessary.

BASIS FOR NEGATIVE DECLARATION

The project is an important element in the development of Sherman County's road system. The benefits of safety, durability, economy of maintenance, and mobility will outweigh any temporary inconvenience to the road user and the adjacent landowner. Detrimental impacts, if any, to the local environment will be negligible.

The State Highway Division, in cooperation with the Sherman County officials, does endorse the statements made in this negative declaration and your approval is respectfully requested.

Endorsement to Oregon State Highway Division

Concur Vernon V. Cusack Date 4-25-73
for Division Engineer

GAP:bb
cc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
J. H. Versteeg
H. S. Cox
J. F. Putnam

7918

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

April 13, 1973

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank Hall

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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APR 16 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To ____
Bring Up __/__/__
Other ____

cc's sent
4-16-73:

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
J. F. Putnam (2)
L. W. Rulien (2)

Dear Sir:

This is in partial answer to your recent letter which accompanied plans of several projects.

One of these - Ruggles Road-Liberty Road Section, FAS 669 - presents no problem to wildlife or habitat. This project is approved.

The other plans were sent to the field and we will send a report as soon as an investigation has been completed.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

ROK:js

cc: Dir. FCO

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APR 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7918

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
McKEE A. SMITH
Vice Chairman
JACK F. SHIELDS
Member
THOMAS E. KRUSE
State Fisheries Director

April 10, 1973

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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APR 11 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Dear Mr. Baldwin:

We have reviewed the following projects transmitted in your letter dated April 3, 1973:

1. Ruggles Road-Liberty Road Section
   FAS 669
   Sherman County

NOTED
E. S. HUNTER

2. S. Tigard Interchange-E. Portland Freeway Interchange
   Pacific Highway
   Washington and Clackamas Counties

Regarding #1 project above, we find no streams involved and thus anticipate no fishery conflicts.

The second project involves the Tualatin River which supports substantial runs of anadromous fish. We, therefore, recommend the following fishery safeguards:

cc's sent 4-11-73:

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson

F. E. Terpin (2)
J. F. Putnam (2)
L. W. Rulien (2)

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ASSISTANT STATE HIGHWAY ENGINEER

1. Confine work in the free-flowing stream such as cofferdam construction, etc. to June 1 - September 1.
2. Place bank riprap during low water periods to minimize stream flow encroachment.
3. Adhere to the state water quality standards.

We appreciate the opportunity to review the fishery-related projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

7918

5

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

February 26, 1973

Pacific Northwest Bell Telephone Company
Pacific Power & Light Company
Wasco Electric Cooperative

RE: Preliminary Right of Way Map
Ruggles Rd.-Liberty Rd. Section
Kent-Grass Valley Co. Rd. (FAS 669)
Sherman County

Gentlemen:

Paragraph two of our letter of February 22, 1973, stated that it would be the State's obligation to reimburse the Utility for the cost of adjusting its facilities located on private property. This statement was in error. It will be the obligation of Sherman County to arrange for the adjustment of any utilities which may conflict with the proposed project, and to reimburse the utility for any adjustment found to be legally eligible.

The estimate and sketch for reimbursable relocations should be submitted to Mr. Lloyd L. Gosson, County Roadmaster, Sherman County Courthouse, Morrow, OR 97039.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

NOTED
E. S. HUNTER

JMC:jly

cc: T. H. Ness, P P & L Portland

bc: ~~A.~~ E. Johnson
J. F. Putnam
J. W. Valentine

RECEIVED
STATE HWY ENGR
FEB 26 '73
REFER TO
Hunter
FOR
Info | Inves | R/D | DIR | Sign | Act | File

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5

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

February 22, 1973

NOTED
E. S. HUNTER

Pacific Northwest Bell Telephone Company
Pacific Power & Light Company
Wasco Electric Cooperative

RE: Preliminary Right of Way Map
Ruggles Road-Liberty Road Sec.
Kent-Grass Valley Co. Road (FAS 669)
Sherman County

Gentlemen:

Here are ____ print(s) of the preliminary right of way map, our File No. 9B-10-16, for this project. The present tentative schedule calls for opening of bids on April 26, 1973.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. J. W. Valentine, 205 East Salem Highway Bldg., 2960 East State Street, P.O. Box 30, Salem 97310, telephone 378-2626, not later than five (5) weeks prior to the opening of bids. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

By Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

bc: ~~A.~~ E. Johnson
J. F. Putnam
J. W. Valentine

RECEIVED
FEB 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
FEB 22 '73
REFER TO
FOR
Info Inves R/D DIR Sim Act File

JMC:jly
Enc.

cc: PP&L - Portland, attn. T. H. Ness

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JAN 4 - 1972
[illegible]

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1972

SUBJECT: Base Design Revision
Liberty Road-Ruggles Road
F.A.S. 669
Sherman County

To: Victor D. Wolfe
Location Engineer
O F F I C E

From: C. J. Gregg
C. J. Gregg
Base Design Engineer

Sherman County has requested (letter attached) the base design for the subject section be revised to eliminate "Stage Construction", and to construct to the full twenty year design period.

The structural section required for a twenty year design would be: -

3.5" RC800 Treated Surfacing
10.5" 1.0"-0 Aggregate Base

CJG:af

cc: F.H.W.A.
Asst. State Highway Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

NOTED
E. S. HUNTER

RECEIVED
JAN 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

'Sherman Co.

Sherman County Road Department
Phone 565-3271

P. O. Box 284
Moro, Oregon 97039

December 22, 1972

Mr. H. S. Cox
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Liberty Road-Ruggles Road

Dear Sir:

The County Court requests the 2" wearing surface and the remaining $1\frac{1}{2}$" wearing surface to be placed as of now.

It is our feeling we would like this job completed as part of the construction of this project.

Sincerely

Lloyd Gosson

Lloyd Gosson
Road Supervisor

LG/cb

12-27-72

Copy to Clarence Gregg.

RECEIVED
COUNTY & CITY SECTION
DEC 27 1972
☑ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

✓

8-28-72

7918

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Liberty Road-Ruggles Road
Highway: F.A.S. 669
County: Sherman
Prefix: 528-1455

Res. Engr. W. Reid Meritt
Approx. Length 1.8± miles
Sta. to Sta.
Date August 28, 1972

Mean Truck A.D.T. 7.0
Traffic Coefficient 5.1
18 kip s. a. per day 1.1
(1)

Annual Precipitation 14"± (Kent)
Frost Penetration 24"+
CBE Total Requirement 16.0"

Typical Soil

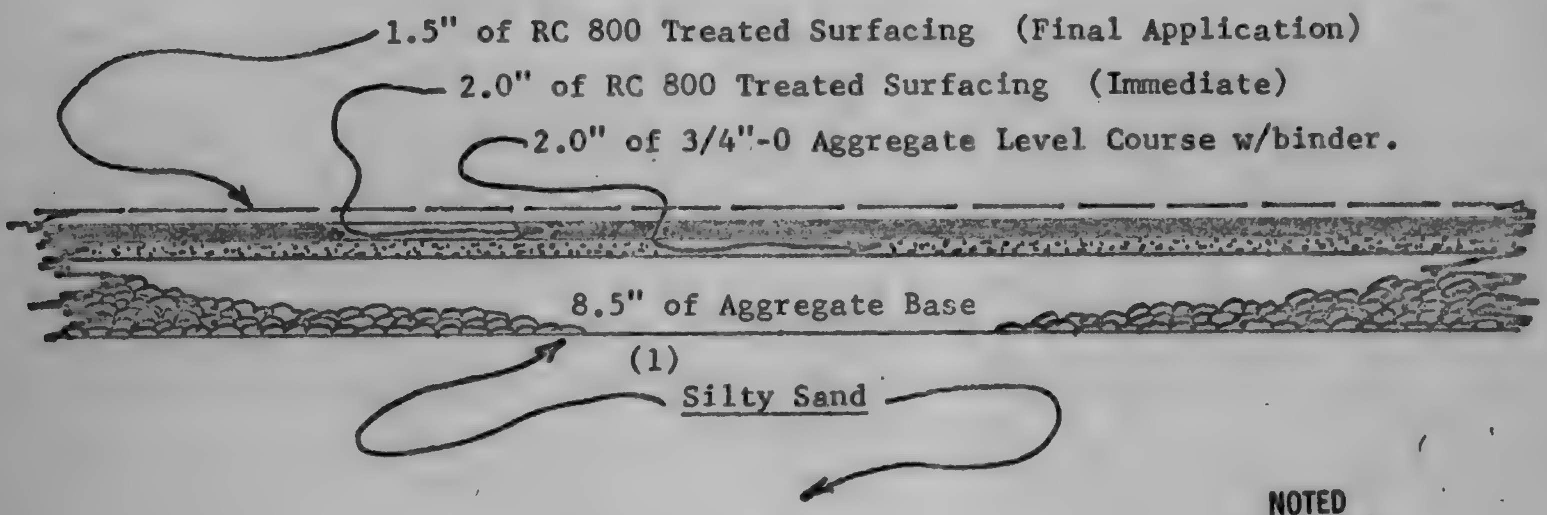
27	LL
5	PI
86	%P 10
52	%P 200
14	% Gravel
12	% C Sand
22	% F Sand
42	% Silt
10	% Clay
12	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
2.5	1.5	RC 800 Treated Surfacing (F.A.
3.0	2.0	RC 800 Treated Surfacing (I.)
2.0	2.0	A.L.
8.5	8.5	A.B.
16.0	14.0	

STRUCTURAL SECTION


1.5" of RC 800 Treated Surfacing (Final Application)
2.0" of RC 800 Treated Surfacing (Immediate)
2.0" of 3/4"-0 Aggregate Level Course w/binder.
8.5" of Aggregate Base
(1)
Silty Sand

See Page 2 for remarks.

NOTED
E. S. HUNTER

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SEP 6 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

[illegible]

SECTION [illegible]

HIGHWAY [illegible]

COUNTY [illegible]

"[illegible]"

Traffic Coefficient	RC 800 Treated Surfacing Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	CBR Total Requirement	Actual Thickness
Cars Only	2.0"	2.0"	8.0"	[illegible]	[illegible]

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 4.4 and a C.B.R. Requirement of [illegible]. Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBR" Total Requirement column to obtain the "Total Thickness Required" and the table below for values.

1.0" RC 800 Treated Surfacing = 1.3" Aggregate Base
1.0" Asphalt Concrete = 2.0 " Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8 " Aggregate Base
1.0" Cement Treated Base = 1.8 " Aggregate Base
1.0" Oil Mat = 1.1 " Aggregate Base
1.0" Aggregate Subbase = 0.8 " Aggregate Base
1.0" Lime Treated Subgrade = 0.8 " Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Liberty Road-Ruggles Rd.

HIGHWAY: F.A.S. 669

COUNTY: Sherman

40 Present ADT (1972)

12.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	3	1.5	5	4	450	1800
3	2	1.5	3	3	1000	3000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- - -
6	0	---	--	--	2570	- - -
				7	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 4800

TWENTY YEAR EWL 96,000

TRAFFIC COEFFICIENT 5.1

SECTION: Liberty Road-Ruggles Road
HIGHWAY: F.A.S. 669
COUNTY: Sherman

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- see remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an Oil Mat.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as traffic does not warrant the use of C.R.P.C.C.

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JUL 7 - 1972

FOR FILING

17918

July 7, 1972

Mr. Bruce Blanchard, Director
Environmental Project Review
U. S. Department of the Interior
Office of the Secretary
Washington, D. C. 20240

Dear Mr. Blanchard:

We have your letter dated May 25 concerning our Notice of Intent for improvement of FAS 669 (Liberty Road-Ruggles Road), Sherman County, Oregon. Apparently a misunderstanding exists with respect to the magnitude of the proposal.

The proposal essentially is an upgrading of the present facility by widening the present roadbed in place. As a consequence a small amount of right-of-way will be needed to accommodate in some areas the new roadbed geometry. Since this entails only this work and there appeared to be no significant effect upon the quality of human or natural environment, it was felt that, at this stage in project development, a negative declaration would be in order. However, if it is found during the study that significant environmental impacts are, in fact, imminent, the necessary environmental impact statements will be prepared along with the consideration of any 4(f) lands should they exist.

We will refer your letter to the Federal Aid Coordination Unit, State of Oregon Executive Department, in light of your comment relating to the suggested revision to the notification form.

We appreciate having your comments.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

bc George M. Baldwin
F. B. Klaboe
Gary Ross
H. S. Cox
R. E. Royer
B. L. Gifford

cc Executive Department
Federal Aid Coordination Unit

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER-72/594

MAY 25 1972

Dear Mr. Baldwin:

This is in response to your letter of April 10, 1972, to which was attached your Notice of Intent to apply for Federal-aid assistance for a highway project involving FAS 669 (Liberty Road - Ruggles Road), Salem, Sherman County, Oregon.

We have noted that you intend to file a negative environmental statement for this project even though the project description shows that additional right-of-way will need to be acquired in order to carry out the project.

A principal concern of the Department of the Interior is whether or not a highway project requires the taking of any land covered by Section 4(f) of the Department of Transportation Act of 1966, as amended. We would point out that your form PNRS-1 would be much more helpful to us if it contained a block which identified whether any Section 4(f) area was involved.

Sincerely yours,

Bruce Blanchard, Director
Environmental Project Review

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Salem, Oregon 97310

A-95 SEN 4-10-72
ST Ho CLEAR 4-18-72
DIST " 4-21-72
SCH OCT-NOV-DEC 1973

RECEIVED
MAY 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 6 1972
PROGRAMING SECTION

JUL 5 1972

MID-COLUMBIA ECONOMIC DEVELOPMENT DISTRICT
P. O. BOX 280 THE DALLES, OREGON 97058
TELEPHONE 503 - 296-2266

RECEIVED
MAY 1 - 1972

FOR FILING

April 21, 1972

7918

Mr. R. D. Asburry
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Asburry:

The Board of Directors of Mid-Columbia Economic Development District, acting as Oregon District #9 Council of Governments, on April 19th reviewed the Notice of Intent to apply for federal aid on Liberty Road-Ruggles Road, FAS 669, Sherman County.

The District finds no conflict and is in favor of the proposed project.

Sincerely yours,

Richard W. Pearson

Richard W. Pearson
Executive Director

RWP:blm

cc: Richard Jentzsch, LGR, Salem
Judge V. Miller, Sherman County
Wm. Kramer, Fed. Aid. Sec., Salem

BEN GIFFORD

4/10

NOTED
R. D. ASBURRY

NOTED
E. S. HUNTER

cc: April 24, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.S. Hawkins
J.F. Putnam

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APR 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1972
PROGRAMING SECTION

Ben

RECEIVED
APR 12 1972
[illegible]

7918

April 10, 1972

Mid Columbia Economic Development District
Wasco County Courthouse
The Dalles, Oregon 97058

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary	Liberty Rd.-Ruggles Rd. FAS 669 Sherman County

The estimated date of filing for federal-aid funds on this project is June 12, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. H. Chase
R. S. Hawkins
J. F. Putnam

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] APPLICANT [45 State Highway Division | 46] DIVISION [79 Dept. of Transportation

03 12] APPLICANT ADDRESS STREET [45 State Highway Bldg. | 46] CITY [60 Salem | 76] ZIP [80 97310

04 12] CONTACT PERSON [45 L. H. Young | 46] AREA CODE [48 503 | 49] PHONE [55 378 | 56] EXTENSION [59 6563

01 12] PROJECT TITLE [71 Liberty Rd.-Ruggles Rd., FAS 669, District 9

11 12] PROJECT LOCATION CITY [45 - - - - | 46] PROJECT LOCATION Finnigan Road COUNTY [79 Sherman

05 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71 This project involves preliminary engineering, right-of-way acquisition,

06 12] grading, paving and incidental work required to widen the existing facility [71

07 12] to 28 feet. Travel lanes 10 feet, shoulders 4 feet - 2 feet paved, 2 feet [71

08 12] gravel. This section, along Finnigan Road, is 1.8 miles in length. [71

09 12] This is a County F.A.S. Project. [71

10 12] [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
108,000	36,000	36,000			180,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71 Title 23 U.S.C. Highways

15 12] FEDERAL AGENCY NAME [45 Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME [79 Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 REGIONAL Yes ☐ 31 No ☐ 32 LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☐ 37 No ☒ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 6 | 43] DAY [44 12 | 45] YEAR [46 72

ADD[illegible]ONAL INFORMATION — ALL APPLIC[illegible]TS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) Title 23 U.S.C. Highways

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: April 10, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY Highway

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Secondary System

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 55
(c) State Senatorial District(s) Number(s) 28

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

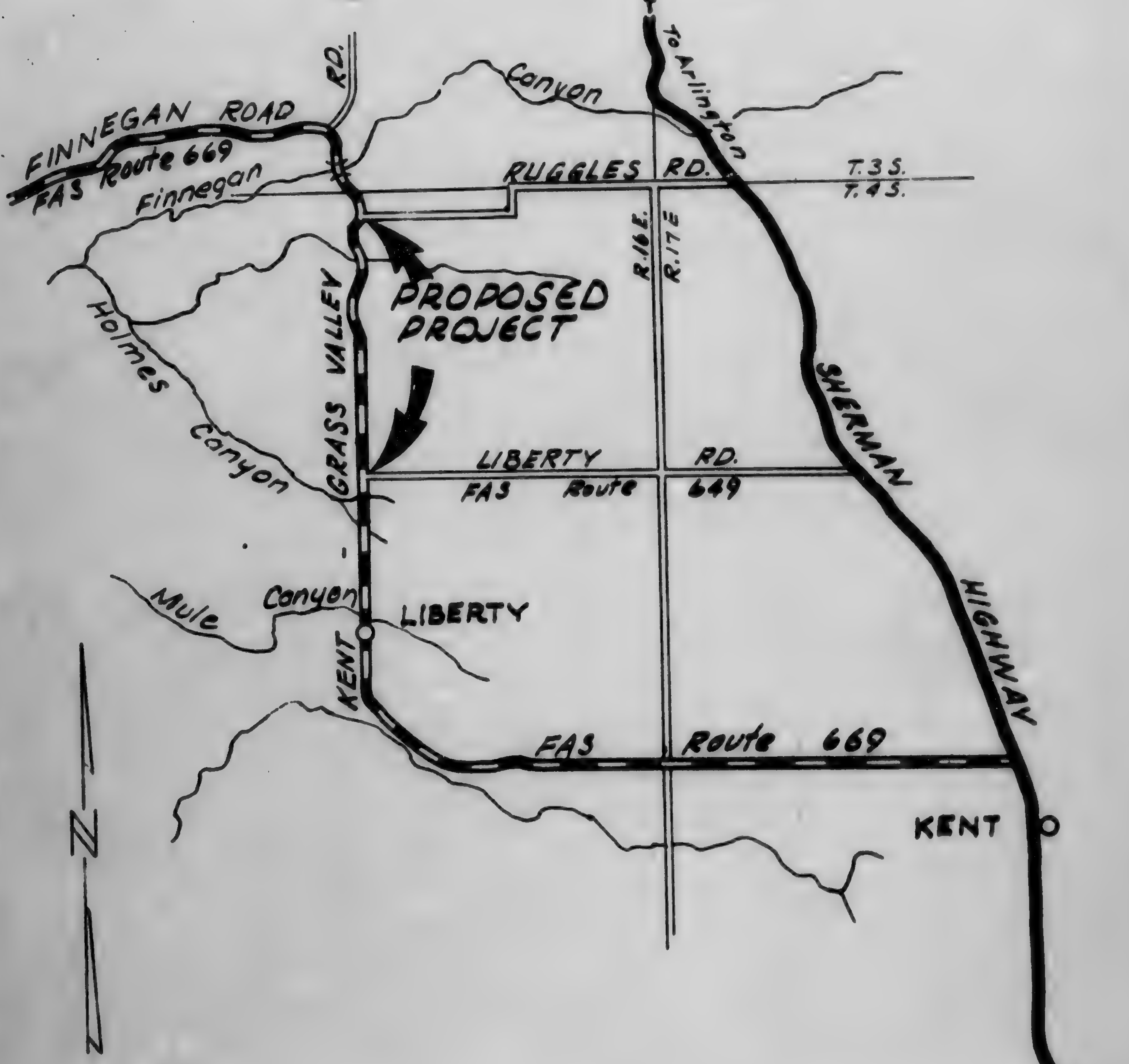
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☒ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☒

REMARKS

A negative environmental statement will be forthcoming.


FINNEGAN ROAD
FAS Route 669
Finnegan
RD.
Canyon
To Arlington
RUGGLES RD.
T.3S.
T.4S.
PROPOSED PROJECT
R.16E.
R.17E.
Holmes
Canyon
GRASS VALLEY
SHERMAN
LIBERTY RD.
FAS Route 649
HIGHWAY
Mule Canyon
LIBERTY
KENT
FAS Route 669
N
KENT
To Madras

RUGGLES RD.- LIBERTY RD. SECT.
KENT-GRASS VALLEY RD.
Sherman County

RECEIVED
APR 12 1972

FOR FILING

7918

April 10, 1972

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Liberty Rd.-Ruggles Rd.
FAS 649
Sherman County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic & Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
R. M. Chase
B. L. Gifford

RECEIVED
APR 12 1972

7918

April 10, 1972

Dept. of Environmental Quality
P. O. Box 231
Portland, Oregon 97207

Attention: Harold H. Patterson, Air Quality Dir.

Dear Sir:

Attached for your review and comment as an interested State agency, please find a completed Notice of Intent (A-95) on the following project:

Federal-Aid Secondary

Liberty Rd.-Ruggles Rd.
FAS 669
Sherman County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
R. S. Hawkins
J. F. Putnam

RECEIVED
APR 12 1972
[illegible]

7918

31

51

April 10, 1972

Executive Department
Federal Aid Coordination Unit
320 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 9 — Liberty Rd.-Ruggles Rd.
FAS 669
Federal Aid Secondary — Sherman County

The estimated date of filing for federal-aid funds on this project is June 12, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. E. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
R. S. Hawkins
J. F. Putnam

RECEIVED
MAR 28 1972
FOR FILING

7918

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT FAS-C Project
Sherman County

The attached tabulation describes a proposed Federal Aid Secondary project in Sherman County.

Sherman County is requesting a grading, basing, and oiling project on the Liberty Road-Douglas Section on Finnegan Road, FAS 660. The FAS funds required for this project are estimated to be $180,000, of which $36,000 will be the cost to the State.

This project has been investigated and is eligible for the use of FAS funds.

This matter will be on the agenda for the April 4 meeting and I recommend your approval.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
L. H. Young
V. E. Skoog
H. S. Cox
J. F. Putman
Gary Ross
Gary Sund

ER:ljt og

Copy in minutes

~~PROPOSED FISCAL YEARS 1972 & 1973 COUNTY FAS PROJECTS~~

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
SHERMAN	669	Liberty Road-Ruggles Road Section, Finnegan Road. 1.8 miles. Grade, drain, base, oil.	$ 180,000	$ 36,000
		TOTAL	$ 180,000	$ 36,000

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,083,000	$5,090,000	$10,173,000
Approved Projects (corrected to date)	5,083,000	2,209,000	7,292,000
Unprogrammed Balance	--	$2,881,000	$ 2,881,000
Projects Proposed (4/3/72)	--	180,000	180,000
Unprogrammed Balance	--	$2,701,000	$ 2,701,000

[redacted]

SHERMAN COUNTY
Proposed Project (1972 Funds)

FAS 669: Liberty Road-Ruggles Road Section, Finnegan Road. Grade, drain, base and oil 1.8 miles, $180,000.

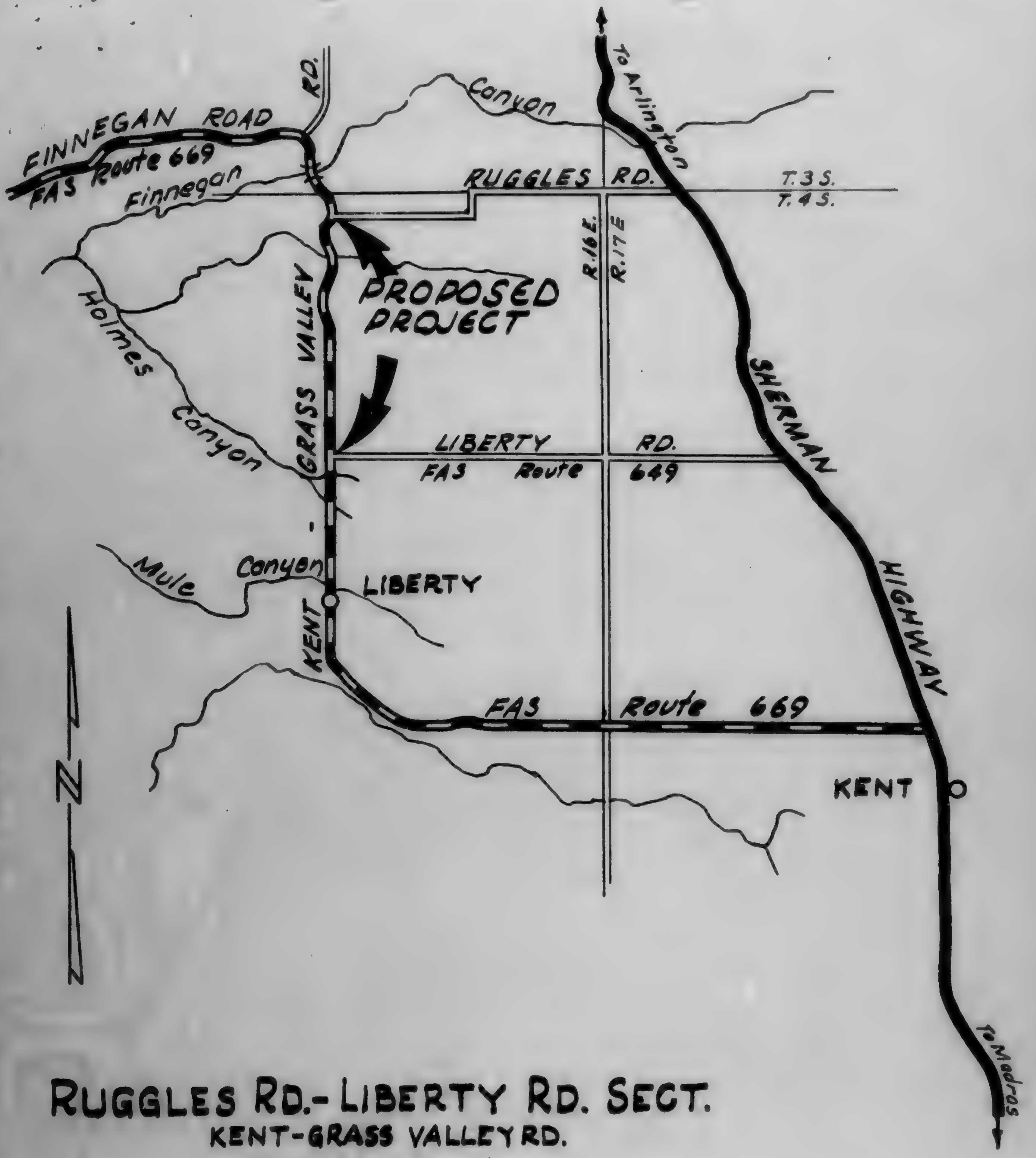
Grade, drain, base and oil a road 28 feet in width. Travel lanes are to be 10 feet in width, with shoulders 4 feet in width; 2 feet being oiled and the other 2 feet graveled. Oil mat is to be 0-11. Existing roads can be used as a detour. Additional right-of-way is needed.

State is to make survey and plans, and make up options for right-of-way. State is also to do the striping as part of the project.

County to acquire additional right-of-way.

Hearing is necessary.

72-c
3/22/72


To Arlington
Canyon
FINNEGAN ROAD
FAS Route 669
Finnegan
RD.
RUGGLES RD.
T.3 S.
T.4 S.
R.16 E.
R.17 E.
PROPOSED PROJECT
GRASS VALLEY
Holmes
Canyon
LIBERTY RD.
FAS Route 649
SHERMAN
HIGHWAY
Mule Canyon
LIBERTY
KENT
FAS Route 669
KENT
N
To Moro

RUGGLES RD.- LIBERTY RD. SECT.
KENT-GRASS VALLEY RD.
Sherman County

1983 West City Limits-Mason St. 7920
(Sheridan) Sec. of FAS 907
(Grading and paving)

CA 4673 3-27-73
AA 752 8-21-73

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Yamhill County
Board of Commissioners
Courthouse
McMinnville, OR 97128

Attention of Mr. Dennis West
County Engineer

Request No. (assigned by staff engineer or head of division) cc 1668

Date November 30, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: W. City Limits-Mason St. (Sheridan) Section
FAS A546 (formerly 907)

Covered by agreement dated January 11, 1972

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County's share of construction costs	$32,781.94	
		County's advance deposit (including $25,000.00 SCA and $6,900.00 from County)	31,900.00	
		Amount Yet Due State	$ 881.94	

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 6,900.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service. cc 1399

Credit distribution: 536-1062-297

Submitted by:
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** November 30, 1976

County Yamhill **Contract No.** 7920 **Date Completed** 8/9/74

FAS A456(formerly 907) **Section** W. City Limits-Mason St. (Sheridan)

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Contract Costs	Fed. Part.	$101,987.02
Engineering Costs		21,101.09
Utility Adjustments		37,751.95
		$160,840.06
Contract Costs	Non Part.	$3,470.50
Engineering		135.01
Utility Adjustment		19.29
		$3,624.80

Total Cost of Project	$164,464.86
Federal funds collected	$102,390.78

Per agreement County's share of construction costs are as follows:

½ ($160,840.06 - $102,390.78 + $135.01) + $3,489.79 =

$29,292.15+ $3,489.79 = $32,781.94

City of Sheridan SCA funds	$25,000.00
County's advance deposit	6,900.00
Total advance deposit	$31,900.00

County's share of construction costs	$32,781.94
County's advance deposit	31,900.00
Amount yet due State	$ 881.94

Reference: Billing Form cc 1668

7930

STATE COPY

COPY SENT

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
Hossner

. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

JUL 1 0 1975
Washington

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. S-515-3	2. COUNTY Yamhill	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for roadbed grading, lime treated subgrade, aggregate base and asphalt concrete pavement on the West City Limits-Mason St. Section of Mill Street (FAS 907) in the City of Sheridan.

5. CONTRACTOR'S NAME Rowell and Wickersham	6. CONTRACT AMOUNT $ 99,385.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Constr Engr

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
JUL 11 1975
Office of
Assistant State Highway Engineer

7-11-75
cy Const.

NOTED
H.S.COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 44 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.367	52		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY P. V. Riedl	11. DATE OF INSPECTION August 9, 1974

12. IN COMPANY WITH
Gerry Wimer, Reg 2 Constr Engr, OSHD; Logan Weber, Res Engr, OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE P. V. Riedl P V Riedl		16. SIGNATURE G. K. Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 6-27-75	17. TITLE District Engineer	18. DATE 7/9/75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

FORM E-30 #7920

EGON STATE HIGHWAY D SION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE January 20, 1975

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher
Dave Talbot

srb

COPY FOR MR. ______
From Cecil Head

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Morse Bros., Inc. No. 7859	Sanderson Bridge (Approaches) Albany-Lyons, Linn County	December 19, 1974
Workman Const. Co. & Workman Contractors No. 7895	UPRR O'xing - Hood River (Button Bridge) FAS 349, Hood River County	December 19, 1974
Hamilton Electric, Inc. No. 7901	River Road at Irvington Drive, Junction Road at Irvington Dr., Lane County	December 19, 1974
Rowell & Wickersham No. 7920	West City Limits-Mason St. (Sheridan) FAS 907 Yamhill County	December 19, 1974
White - Palos No. 7938	White Bridge, Powers Highway, Coos County	December 19, 1974
Aichele Landscaping, Inc. No. 7943	Campbell Street Interchange (Baker), Old Oregon Trail, Baker County	December 19, 1974
La Fond & Son No. 7953	Bay Ocean Road Slide FAS 616, Tillamook County	December 19, 1974
James R. Foster No. 7963	Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland) Rogue Valley, Jackson County	December 19, 1974
J. A. Weaver No. 7989	La Grande Office Building Wallowa Lake, Union County	December 19, 1974

Contractor and Contract No.	Section and Highway	Acceptance Date
Palmberg Paving Co., Inc. No. 7993	Fort Stevens State Park Clatsop County	December 19, 1974
Wildish Construction Co. No. 8028	Creswell (1st Street) Lane County	December 19, 1974
Ray Kizer Const. Co. & Hannan Bros. Co. No. 7779	Rickreall-Independence Junction, Willamina-Salem Polk County	December 23, 1974
Waybo, Inc. No. 7925	Duniway Park-Barbur Blvd. (Portland) Bikeway City St. (Terwilliger) Multnomah County	December 26, 1974
Paul Brothers, Inc. No. 8034	Tryon Creek State Park Multnomah County	December 26, 1974
Rogers Construction, Inc. No. 7764	West Pendleton Interchange, FAS 470 Umatilla County	January 3, 1975
Copenhagen, Inc. No. 7958	Baldock Safety Rest Area Pacific Highway Clackamas County	December 12, 1974
Lundeen Coatings Associates No. 7782	Columbia River (Astoria) Bridge, Oregon Coast Hwy. Clatsop County	January 10, 1975
Baltz & Son Co. No. 7905	Terwilliger Boulevard Interchange, Pacific Hwy. Multnomah County	January 14, 1975

January 20, 1975

FBKlaboe
Administrator and State Highway Engineer

7920

January 10, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 20, 1974, we wrote to you concerning release of final payment on Contract No. 7920 awarded to Rowell and Wickersham for work on the West City Limits-Mason Street (Sheridan) Section of FAS 907 in Yamhill County.

Final payment on this contract is $5,008.97 and the total contract amount is $105,104.40 including $4,925.07 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Rowell and Wickersham
P. O. Box 472
McMinnville, OR 97128

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7920

CON 4-4

December 17, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM

C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7920 , Work Completed August 9, 1974

Project West City Limits-Mason St. (Sheridan)

Highway FAS 907 , County Yamhill

Type of Work Grading and Paving

Contractor Rowell & Wickersham

Recommended Acceptance Date December 19, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher

FORM 81.734.3030

H. Co. FAS 90;
SC.A

Yamhill Co./Sheridan
FILE: 536-1062

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Ore.

Dec. 11, 1974

FROM: Loren A. Weber
RESIDENT ENGINEER Loren A Weber

TO: John Canfield
REGIONAL OFFICE ENGINEER

SUBJECT: Letter of Acceptance
West City Limits-Mason St. (Sheridan)
Contract # 7920
Yamhill County

I have attached letters of acceptance covering the City Street Job we did last summer in Sheridan.

This should complete the project records and allow the release of the Final Estimate to the Contractor.

REGION 2 ENGINEER
RECEIVED
DEC 12 1974
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

RECEIVED
COUNTY & CITY SECTION
DEC 17 1974
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☒ UPE ☐ CE ☒ RE ☒ RPE ☐

cc C.T Kenney w/attach
HS Cole " " ✓

✓

October 25, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: H. S. Cox
County and City Engineer

This should complete the project records and allow the release of the final estimate to the contractor.

Re: Grading and Paving Project, FAS 907 West City Limits
Mason Street (Sheridan) Section Yamhill County

Gentlemen:

This is to inform you that the work on the above entitled subject was completed in compliance with the contract plans and specifications.

Very truly yours,

YAMHILL COUNTY BOARD OF COMMISSIONERS

Chairman Morris Majors

Commissioner Orville Bernards

Commissioner Jess Howard

MM/OB/JH:pm
Cc: Loren Weber

City of SHERIDAN

'Tis A Privilege To Live In The Phil Sheridan Country

139 ~~104~~ N.W. YAMHILL
SHERIDAN, OREGON 97378

October 3, 1974

Loren A. Weber
Highway Building
Salem, Oregon 97310

Dear Mr. Weber,

Upon inspection, we find the Mill Street project complete and satisfactory.

Sincerely,

Robert Hendricks
City Manager

7920

October 10, 1974

Rowell & Wichersham
Masonic Building
P. O. Box 472
McMinnville, OR 97128

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7920 for work on West City Limits-Mason Street Section (Sheridan) in Yamhill County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 19 days is granted which will delete all liquidated damages. This is because of late added work orders.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
C. O. Fredrickson

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #7920

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 4, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: West City Limits-Mason St.
Section (Sheridan)
Contract No. 7920
Request for Time Extension

Rowell & Wickersham submitted the attached request for time extension before the project was completed. The project was virtually complete when the 225 days allowed expired August 4. This included the work done under P.A. 6 which extended the project limits a short distance to the correct city limits boundary and this order in itself justifies at least two days extension.

A late force account order (E.W.O. 4) is dated August 20 and covers the installation of two additional drainage inlets at an estimated cost of $1,400. The last 14 days counted up to the completion date of September 11 was all due to this late added order. The Resident Engineer also believes that the use of bark mulch on slopes instead of the originally planned conventional seeding and mulching also took several days longer. This work was done late in the project time after paving was completed and was also an extra work item.

I therefore concur in the field recommendations for a 19-day extension of time which will delete all liquidated damages, which accrue at the rate of $100 per day. This is a secondary federal-aid project so FHWA formal approval is not required. A rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
OCT 4 1974
Office of
Assistant State Highway Engineer

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 7, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 233 days, within which to complete our Contract No. 7920, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Unusually long wet weather period.
2. Delay by the Utility Companies in completing their portion of the work.
3. Due to the extentions on Contract No. 7920, we would like to extend our time to August 12, 1974.

Respectfully submitted,

Rowell & Wickersham
Contractor

By

CONSENT OF SURETY

Date August 7, 19 74

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Mary Stenson
Mary Stenson Attorney-in-fact

Merrill C. Hagan (SEAL)
Resident Agent
HAGAN-HAMILTON INSURANCE [illegible]

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7920 Contractor Rowell & Wickersham

Highway FAS 907

Section West City Limits-Mason St. (Sheridan)

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED/or~~ GRANTED. The reasons for such recommendation are as follows:

Price Agreement #6, Project Extention; Extra Work Order #2, Slope Mulching; and Extra Work Order #4, Supplement Catch Inlets required two, three and fourteen calendar workdays respectively which justifies not only the requested eight calendar workdays but a total nineteen calendar workdays the amount necessary to eliminate all liquidated damages.

Recommended for Approval:

Division Engineer

~~Region~~ Construction Adm. Engineer

~~Asst~~ State Highway Engineer

[illegible]

Contract No. 7920

Project designation S-515 (3) State-Federal

Date awarded 8/30/73

Work started 5/13/74

Per cent completed 100 9/11/74 Date

No. of ~~Workdays~~ Calendar Allowed 225

No. of ~~Workdays~~ Calenday Used 244

No. of Added/~~Workdays~~ Calendar Requested 8

7920

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: West City Limits-Mason St. (Sheridan)

WEEK ENDING: 9/14/74

SECTION PREFIX: 536-1062

HIGHWAY: FAS 907

COUNTY: Yamhill

NAME OF JOB: West City Limits-Mason St. (Sheridan)

KIND OF WORK: Grading & Paving

CONTRACTOR: Rowell & Wickersham

CONTRACT NUMBER: 7920

FEDERAL AID PROJECT NUMBER: S-515 (3)

DATE OF CONTRACT: 8/30/75

DATE WORK STARTED: 5/13/74

ESTIMATED COMPLETION DATE: 9/11/74

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: 242

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 108

PROJECT AUTHORIZATION: $ 159104.30

EXCLUSIVE OF ENGINEERING: $ 146488.10

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ENGINEERING AUTHORIZATION: $ 12616.20

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 143000

ENGINEERING COST TO DATE: $ 19023

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102

ESTIMATED PERCENT: OVERRUN / UNDERRUN 1.8 %

PERCENT OF AUTHORIZATION: 151 %

DATE PROJECT WAS COMPLETED: 8/9/74

* Contract work completed 8/9/74. Additional Catch Inlets done by Force Account after that date.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.35	0.35			0.35
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.35	0.35			0.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1350 yds	1380 yds			1820 tons
TOTAL QUANTITIES CORRECTED TO DATE	1597 yds	2077 yds			1672 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1597 yds	2070 yds			1672 tons
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Done	Done			Done
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	1		
MONDAY	"	1		
TUESDAY	Fair	1		
WEDNESDAY		1		Work Completed
THURSDAY				
FRIDAY				
SATURDAY				BEN GIFFORD

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
SEP 16 1974
CONSTRUCTION SECTION
Scofield
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8 SUNDAY Cloudy	
9 MONDAY Cloudy	No Work- The work remaining is some rock surfacing for the driveway.
10 TUESDAY	No work
11 WEDNESDAY	Contractor spread a small amount of rock around the Approches thus completing the work.
12 THURSDAY	
13 FRIDAY	
14 SATURDAY	

REMARKS

All work completed.-
The Semi-Final has been submitted , there are 2 Extra Work Bills outstanding which will be coming shortly .
This is the last weekly report on the project.

SIGNED ______ LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

— 7920 1P 1

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West City Limits-Mason St. (Sheridan) Date 8/20 1974

Highway FAS 907 Contract No. 7920

County Yamhill Prefix 536-1062

Contractor Rowell & Wickersham F. A. Project No. S-515 (3)

Address P.O. Box 472 McMinnville, Ore. 97128 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install 2 supplemental Catch Inlets to provide drainage pick-up on the high side of 2 road approaches.

Location by station numbers: 24-25 Left & Right

Estimate of quantities and cost:

Materials	450.00
Equipment Rental	150.00
Labor	592.00
Contractor's %	208.00
TOTAL	1400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Inlets and Cross pipe were constructed as indicated on the plans. Later investigation shows that the 2 road approaches in the up-hill side are both in fill with no sidewalk which will cause the water to run off into the property. New inlets are necessary to prevent this from taking place.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization .... $ 159104.30

Present estimate of project cost, including $ 1400 for work under this order $ 161604.30

Expected ~~under-run~~ over-run amount ...... $ 2500

Expected ~~under-run~~ over-run per cent 1.6%

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

For:

Approval Recommended: .... Regional Engineer

Approved .... Construction Engineer.

#7920

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

July 18, 1974

IN REPLY PLEASE REFER TO
GMO 82157
0-0-73-6

NOTED
E. S. HUNTER

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to previous correspondence relative to installation of automatic gates at crossing FCA 744.8, Mill Street, Sheridan.

This is to advise that automatic gates were placed in service July 12, 1974.

Yours truly,

C. T. Babers BEK

cc: Mr. Lon Topaz
Assistant Commissioner
Public Utility Commissioner
502 Winter Street, N.E.
Salem, Oregon 97310

xc: ~~E. S. Hunter~~
H. S. Coulter
L. W. Rulien
V. L. Gallagher
C O Frederickson
Loren Weber

RECEIVED
JUL 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
J. E. CHIDSEY

#7920

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 11, 1974

FILE: 536-1062

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Art Hebert Request
Sheridan SCA and FASC Project

TO: A. E. Johnson
DEPUTY STATE HIGHWAY ENGINEER

Following Sheridan Councilman, Art Hebert's June 28, 1974, call to you for extension of the project, an investigation was made.

It was determined our mapping did not correctly portray the city limits by approximately 130 feet in front of the L. H. Holland property.

Yamhill County and the City of Sheridan were contacted. They have now written Resident Engineer, Loren Weber concurring in the extension.

The extension is now underway by virtue of a PA which is being processed. This should resolve the matter.

Further details are contained in Mr. Weber's attached July 2, 1974, report and sketch map.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR

JUL 12 '74

REFER TO
file

FOR

Info	Inves	R/D	DIR	Sign	Act	File

GWW/elk
Attachs.
cc: Scott Coulter
C. T. Keasey
Loren Weber
H. S. Cox

536-1062

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

REGION 2 ENGINEER
RECEIVED
JUL 5 1974
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ RDE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

DATE July 2, 1974

TO Gerald Wimer
REGIONAL CONST. ENGINEER

Loren Weber

FROM Loren A. Weber
RESIDENT ENGINEER

SUBJECT Extension of Southerly End (Beginning of Project)
West City Limits - Mason St. (Sheridan)
Contract # 7920

As per your instructions, I have made a study of the Subject Extension, as requested by Mr. Hebert of the City of Sheridan. The original request was made by Mr. L.H. Holland who lives on the Easterly side of the road and whose property runs from approximately 10+50 back 130 feet.
The intent of the project was to begin at the City Limits line which Investigation has shown to include the property covered by Mr. Holland with this having been formalized in approximately 1956.

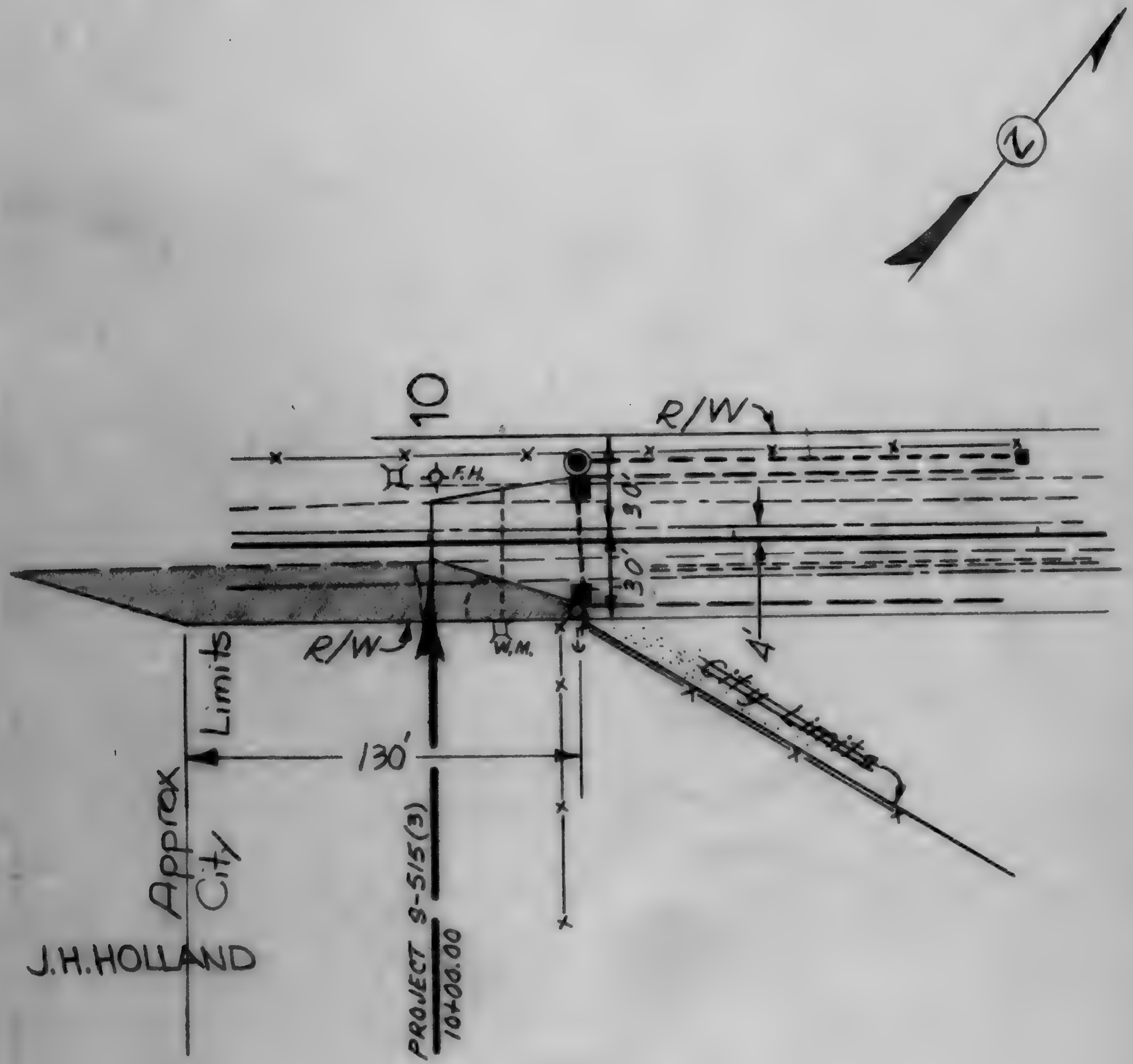
Our proposal is to move the Right side of the Center back the 130 feet as shown in the shaded portion of the attached map.this will provide curb across the frontage of Mr. Holland's property. This work has been discussed with Mr. Hendricks, the City Manager of Sheridan and members of the Court of Yamhill County.

The approximate Costs, using Contract Bid Prices-are as follows

Excavation	50 C.yds	.. at 2.80	=	125.00
Base Rock	50 C.yds	.. at 4.75	=	238.00
Asphalt Conc. Pvt.	38 Tons	.. at 8.75	=	333.00
Asphalt in Mix	2.66 Tons	.. at 42.00	=	112.00
Curbs	7.3 yds	.. at 60.00	=	438.00
				1246.00

No allowance was made in the above for the Binder & Aggregate as the quantities are very small. A Price Agreement has been submitted to the Contractor to do the work at Unit prices and letters have been requested from the City & County officials.

WEST CITY LIMITS-MASON ST. (SHERIDAN)


N
10
R/W
F.H.
30'
30'
4'
R/W
W.M.
Approx City Limits
130'
City Limits
J.H.HOLLAND
BEGINNING OF PROJECT S-515(3)
STA. 10+00.00

7920 s

FORM 6-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

April 24, 1974
Salem, OR 97310

SUBJECT:
State Force Order No. 2
West City Limits-Mason St.(Sheridan)Sec.
FAS 907
Yamhill County
Contract No. 7920
Prefix 536-1062

To: C. T. Keasey
Construction Engineer

Executive House

The Special Provision for the subject project, Section 107.24, Relations with Railroad Company, sub-paragraph (d), states "the State will bear the cost of railroad protective services up to the limited amount of $500". State Force Order No. 2 on this project has been made in this amount. Due to some error in the preparation of these Special Provisions, this amount was erroneously entered. The correct amount estimated for this work on this project is $2,500. It is suggested that the State Force Order No. 2 be rewritten for $2,500, if this amount is agreeable with the contractor since this is a change in the contract. I see no reason why the contractor would object to the raising of this limitation, however.

State Force Order No 2, as submitted by the Resident Engineer, is being returned with this letter for further disposition. If any further information is required, please contact me.

J. E. Chidsey
Railroad & Utility Engineer

JEC:jrk
Enc.

cc: ~~E. S. Hunter~~
H. S. Coulter
V. E. Skoog
C. W. Swenson
C. O. Fredrickson
Loren Weber

NOTED
E. S. HUNTER

RECEIVED
APR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP*58479-734

7920

October 22, 1973

Rowell and Wickersham
P. O. Box 472
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 7920 for work on the West City Limits-Mason Street Section in the City of Sheridan on FAS 907 in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Loren Weber

7920

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-21	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
PROJECT REPORT NO. 3	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 9-12-73	COUNTY Yamhill
		PROJECT NO. S-515(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. W. City Limits to Mason St. (Sheridan)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-5-73	0.367
OTHER *(Specify)*		

FUNDS Pro-rata 63.59%

ESTIMATED TOTAL COST OF PROJECT $ 159,314.00	FEDERAL FUNDS $ 101,306.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By U. J. Smith
// G. L. Green (Division Engineer)

Date executed by Division Engineer September 12, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9, and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal-aid Project
No. S-515(3)

WEST CITY LIMITS-MASON ST. (SHERIDAN) SECTION

COUNTY ROAD FAS 907 IN YAMHILL COUNTY

Salem, Oregon, September 7, 1973

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 10+00 to Sta. 29+36)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Clearing and Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		2,000.00
Ditch Excavation	180 cu.yds.	6.00	1,080.00
General Excavation	1,350 cu.yds.	2.50	3,375.00
Trench Excavation	1,330 cu.yds.	5.00	6,650.00
Finishing Roadbed and Slopes	All Required		800.00
Watering	50 M-gals.	5.00	250.00
1" - 0 Aggregate Base	1,380 cu.yds.	4.75	6,555.00
Lime Treated Subgrade	6,500 sq.yds.	0.60	3,900.00
Lime for Treated Subgrade	73 tons	50.00	3,650.00
Class "C" Asphalt Concrete Mixture	1,820 tons	8.75	15,925.00
Asphalt Cement in Mixture	118 tons	42.00	4,956.00
1" - 0 Aggregate in Prime Coat	50 cu.yds.	8.00	400.00
AC-250 Asphalt in Prime Coat	9 tons	90.00	810.00
12-inch Sewer Pipe	1,630 lin.ft.	6.00	9,780.00
15-inch Sewer Pipe	520 lin.ft.	7.00	3,640.00
21-inch Sewer Pipe	270 lin.ft.	11.00	2,970.00
Extra for Pipe Under Pavement	170 lin.ft.	6.00	1,020.00
Installing Pipe Under Railroad	24 lin.ft.	200.00	4,800.00
Concrete Manholes	8 only	700.00	5,600.00
Concrete Inlets, Type CG-1	15 only	200.00	3,000.00
6-inch Drain Pipe	250 lin.ft.	5.00	1,250.00
Special Filter Material in Drains	32 cu.yds.	7.00	224.00
Concrete Curbs	215 cu.yds.	60.00	12,900.00
Adjust Manholes	2 only	125.00	250.00
			$ 98,785.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 220.00
Railroad Protective Costs	All Required	2,500.00
Other Railroad Costs	All Required	38,760.00
Temporary Erosion Control	All Required	100.00
		$ 41,580.00
	Subtotal	$ 140,365.00
	13-1/2% Engineering	18,949.00
	Total	$ 159,314.00

Length of Roadway - - - - - - 0.367 Miles

Cost of Roadway Per Mile- - - $434,098.09

Federal Funds	$ 101,306.00
State Funds	29,004.00
Other Funds	29,004.00
Total	$ 159,314.00

Group 1 - 100%

Contract No. 7920

Prefix: 536-1062

WEST CITY LIMITS-MASON ST. (SHERIDAN)

COUNTY ROAD FAS 907 IN YAMHILL COUNTY

Project S-515(3)

Nonparticipating Work

Setting Mailbox Posts	8 only	75.00	$ 600.00
Furnish Mailbox Posts	All Required		100.00
Seed and Mulch	All Required		400.00
			$ 1,100.00

7920

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September 4, 1973

Rowell and Wickersham
P. O. Box 472
McMinnville, Oregon 97128

Gentlemen:

Enclosed are three copies of Contract No. 7920 awarded to you on August 30, 1973, for work on the East City Limits-Mason Street Section in the City of Sheridan on FAS 967 in Yamhill County in the amount of $99,385.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 13, 1973.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

bs
Enclosures

bc C. T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Loren Weber

7920

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 31, 1973
Salem, OR

To: Mr. C. W. Head
Assistant Secretary to Commission

BUILDING

SUBJECT: Signalization Agreement
Grade Crossing Improvement
SPTC Crossing Number FCA-744.8
City Limits-~~Mesa~~ Street (Sheridan) Sect.
FAS 907 Mill
Yamhill County
R/W File: None

RAILROAD COMPANIES
FILE No. 752

Attached is one copy of an agreement between the Southern Pacific Transportation Company and the Oregon State Highway Division covering the signalization of grade crossing FAS 907 (Mill Street) City of Sheridan, Yamhill County. The original fully executed counterpart has been handed to Velda DeGuire in the Right of Way Section for processing after which it will be forwarded to your office for files.

The Railroad will perform all work described in this agreement with the exception of the widening of the existing City Street. It is the responsibility of the State's Regional and Resident Engineers to inspect the work as it is being performed and to ultimately approve the bill for the work when it is presented by the railroad.

Cost for installation of the signals and improvement 66 the grade crossing will be paid for in entirety by the State. Other provisions of the agreement with Yamhill County covering the construction of this FAS-C project. The order for the State Work Force covering the installation will originate in this office.

Copies of the agreement are being distributed as indicated below.

J. E. Chidsey
Railroad & Utility Engineer

JEC:db
cc: A. E. Johnson
H. S. Coulter
C. T. Keasey w/attach.
V. E. Skoog w/attach.
L. H. Young 4 attach.
J. S. Sollis w/attach.
J. B. Boyd w/attach.
C. O. Frederickson w/attach.
Loren Weber w/attach. (Please forward the agreement to the District Engineer upon completion of the project.
J. W. Valentine w/attach.

NOTED
[illegible]

STATE OF OREGON
1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

AGENDA
JUL 10 1973

2s

July 2, 1973

Oregon State Highway Commission

J. B. Boyd
Right of Way Engineer

Construction Agreement
West City Limits - Mason Street (Sheridan) Section
FAS 927
Yamhill County

Presented for your consideration at the July 10 meeting will be an agreement with the Southern Pacific Transportation Company for signalization and improvement of the Southern Pacific railroad crossing of SW Mill Street (FAS 907) in the City of Sheridan.

-H-

This agreement sets forth the conditions for the installation of flashing light grade crossing signals equipped with automatic gate arms and the necessary circuitry, the relocation of approximately 190 feet of tract, including a turn-out, and the furnishing and installation of planking along the rails located in the crossing area.

The estimated cost of this work to the State is $38,760, all of which will be paid for under City FAS-C safety programming. Railroad protective insurance will be furnished the railroad by the contractor.

I recommend your approval.

Ⓐ
2 COPIES TO
BE SIGNED
By Commission

George M. Baldwin
C. W. Head /w/ atts. ✓
F. B. Klaboe
Gary Sund

NOTED
C. W. HEAD

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

March 28, 1973

Mr. Lon Topaz
Assistant Commissioner of Rail,
Air and Marine
200 Public Service Building
Salem, Oregon 97310

Re: In the matter of the application of the State of Oregon by and through its State Highway Commission for authority to alter the crossing at grade known as Mill Street over the tracks and right of way of the Southern Pacific Transportation Company in the City of Sheridan in the SW 1/4 of the NW 1/4 of Section 35, Township 5 South, Range 6 West, Willamette Meridian, Yamhill County, Oregon

Dear Mr. Topaz:

Enclosed is an original and six copies of the Application of the State Highway Commission in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Yamhill County, one copy for service upon City of Sheridan, and two copies are for use by your office.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
Enclosures
cc: F. B. Kalboe
Charles O. Fredrickson
C. T. Keasey
James E. Chidsey

RECEIVED
MAR 30 1973
Office of
Assistant State Highway Engineer

Docket No. ________

Crossing No. FCA-744.80

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY GRADE CROSSING

Formal Title: In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to alter the crossing at grade known as Mill Street over the tracks and right of way of the Southern Pacific Transportation Company in the City of Sheridan in the SW 1/4 of the NW 1/4 of Section 35, Township 5 South, Range 6 West, Willamette Meridian, Yamhill County, Oregon

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY GRADE CROSSING

1. Name of Applicant: State of Oregon, by and through its State Highway Commission. Address: State Highway Building, Salem, Oregon 97310.

2. Statutory authority under which this application is made ORS 763.030

3. Location of the proposed project: City Sheridan, County Yamhill.

4. This project will cross a public highway known as Mill Street.

5. This project will cross the tracks and right of way of the Southern Pacific Transportation Company.

6. Is it possible or practical to construct the proposed street or highway above or below grade? No.

7. If No in No. 6 above, why not? Not economically feasible at this time.

8. List the proper parties of interest.

   A. City of Sheridan
   B. Yamhill County
   C. Southern Pacific Transportation Company

9. What is the average annual daily traffic (vehicular count? 850 - 1971.

10. What is the average volume of train movements per day?

    Passenger ______ Switch 4 Freight 2.

11. The proposed street or highway will approach the crossing on the descending grade of 0.32 % from the southwest, and on Ascending grade of 0.70 % from the northeast.

12. The location of the proposed construction is in the SW 1/4 of the NW 1/4 of Section 35, in Township 5 south, Range 6 West, Willamette Meridian.

13. List types of protection to be installed:

    A. Protection type Automatic flashing lights with crossing gates.

    1. Who will perform the installation? Southern Pacific Transportation Co.

    2. Who will pay for said installation?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

3. Who will perform the maintenance? Southern Pacific Transportation Company.

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Company	100%

14. Who will construct the crossing? Southern Pacific Transportation Co.

15. Who will pay for such construction? Ore. State Highway Div. % 100% .

16. Who will maintain the crossing?

A. Between the rails and for a distance of two feet outside thereof Southern Pacific Transportation Company.

B. Remainder of crossing area Yamhill County .

17. Who will pay for said maintenance?

A. Between the rails and for a distance of two feet outside thereof Southern Pacific Trasnportation Company.

B. Remainder of crossing area Yamhill County .

18. Is this construction necessary for the service, accommodation, and convenience of the public? Yes . If yes, why? To provide a more safe highway for the traveling public.

19. Is the vision of trains approaching the crossing limited from:

A. A point on the highway 50 feet from the intersection? Yes

B. A point on the highway 400 feet from the intersection? Yes

20. Are the maps and drawings required by OAR 43-045 attached to this application? Yes (See Drawing No. 9B-10-9).

21. List all crossings located within one half mile of the proposed or altered crossing and show how they are protected:

FCA 744.60 S. Bridge Street one crossbuck 2 lights

FCA 745.40 Willamina-Sheridan Highway 2 flashing lights 2 advance warning signs.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 27th day of March, 1973.

Johnson
(Applicant)

Jack L. Sollis
(Attorney)

STATE OF OREGON)
) ss.
Marion County)

I, Johnson, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

(Notary Public for Oregon)

My Commission Expires September 29, 1975

I hereby certify that this is a true copy of the application on file herein.

Jack L. Sollis
(Assistant Attorney General and Counsel

7920

5

August 30, 1973

Rowell and Wickersham
P. O. Box 472
McMinnville, Oregon   97128

Gentlemen:

The Oregon Transportation Commission on August 29, 1973, accepted your proposal for work on the West City Limits-Mason Street (Sheridan) Section in Yamhill County for the sum of $99,383 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Sheridan and Yamhill County is received, and the sum of $31,900 is deposited by the City.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7920.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Hand, Manager
ADMINISTRATIVE SERVICES

bs

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland Ore.
C. T. Keasey
Walt Hart
C. O. Fredrickson
Loren Weber
L. H. Young
Attn: Vince Gallagher
William Geibel (SAIF)

7920

5

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 27, 1973

Mrs. Walter Remington
448 Southeast Mill Street
Sheridan Oregon 97378

Dear Mrs. Remington:

Subject: June 12, 1973 Letter of Inquiry
West City Limits
Mason Street Section
Yamhill County FAS 907

The project you wrote about June 12, 1973 was located and designed by the State HIghway Division. Mr. Kenneth D. Wolfe performed the field location. He also investigated and considered your July 6, 1972 letter. He reports "It has been the City of Sheridan's desire that the new construction center line be located 4 foot southerly and parallel to the right-of-way center line."

The width Mr. Wolfe planned for comforms to our current standards for such projects. This was reviewed by the Central Design section when they prepared the plans on which bids were originally intended to be received June 28, 1973. That bid letting has temporarily been postponed.

Your current June 12, 1973 inquiry was reviewed by Mr. Loren A. Weber who will be the resident engineer in charge of construction. He indicates to construct the project concentric about the right-of-way center line would require two short sections of additional right-of-way on the northerly side. Also 12 power poles would require relocation. This in turn would cause the storm sewer to be redesigned. And "finally and most important, I have talked to Mr. Hendricks, the City Manager, who reafirms the city's desire--"

RECEIVED
JUL 11 1973
Office of
Assistant State Highway Engineer

We are asking this to be confirmed in writing before Mr. Weber delivers your copy of this letter. He is to answer any questions you might have. He is also to make arrangements to restore your lawn within the right-of-way matching the new curb line. Thank you for this opportunity to again review the matter for you. Should there be something further for us to consider, please contact me.

Yours very truly,

ORIGINAL SIGNED BY GERALD WIMER

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/ek
cc: H. S. Coulter ✓
C. T. Keasey
Loren Weber

Con 9-1-1
Shdn

June 19, 1973

Mrs. Walter Remington
448 S. E. Mill Street
Sheridan, OR 97378

Dear Mrs. Remington:

I am referring your letter of June 12 to Mr. C. O. Fredrickson, Regional Engineer for the Highway Division, with the suggestion that he have someone contact you and attempt to answer your questions.

It is possible that the proposed improvement which affects your property is the West City Limits-Mason Street Section on Mill Street in Sheridan, a project which is being proposed at the request of the City.

I trust that the information you will receive will satisfactorily answer your questions.

Sincerely yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:kmb

cc: Mr. C. O. Fredrickson w/attachment

bc: Mr. F. B. Klaboe
Mr. A. E. Johnson
Mr. E. S. Hunter

RECEIVED
STATE HWY ENGR
JUN 1~~3~~4 '73
REFER TO
Rouate
FOR
Info
Inves
R/D
D/R
Sign
Act
File

39

Sheridan, Oregon.
June - 12, 1973.

Ore. State Hiway Div,
Salem, Ore.
Construction Engineer or?

NOTED
A. E. JOHNSON

Dear Sirs:

I am writing concerning the Work supposed to be done here on Mill St. Very soon. we have been told it is a State law to build a 44 ft. St. or Hiway & there is a 60 ft. right of way. Due to the electric poles on the opposite side of our St from us. they plan to put. Most of it on our part of the right of way which will bring it within 4 ft of the line & within about. 7 ft. from our front porch. (the Curb. that is). We live or ~~have~~ own an older type Home & we sure dont need a 44 ft. St. isn't there anything that can be done to make it narrower being an old established St. the way some drive by here now we hate to think what it will be that much wider & so close to our house. I have asked & been told by different ones there is nothing can be done. & I hope Im writing to the right one to at least answer my questions. I wrote the State Hiway Dept last year when they were surveying & they said they would look into it thats all I have ever heard. why spend the tax payers mony for something not needed.

Thanks. for any information you can give me & why can't some one from the Dept. come look what it will do.

Mrs Walter Remington
448 S.W. Mill St.
Sheridan, Ore. 97378

7920

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

June 22, 1973
Salem, OR 97310

SUBJECT: Construction Agreement
West City Limits-Mason St.
(Sheridan) Section
FAS 927
Yamhill County

To: J. B. Boyd
Right of Way Engineer

BUILDING

Attached are two copies of the construction agreement between the State Highway Division and the Southern Pacific Transportation Company, establishing an agreement for the signalization and improvement of the Southern Pacific railroad crossing of SW Mill Street (FAS 907) in the City of Sheridan on the West City Limits-Mason Street Section in Yamhill County.

This agreement sets forth the conditions for the installation of flashing light grade crossing signals equipped with automatic gate arms and the necessary circuitry, the relocation of approximately 190 feet of track, including a turn-out, and the furnishing and installation of planking along the rails located in the crossing area. The estimated cost of this work to the State is $38,760. One-hundred percent of the value of this work will be paid for by the State under the City FAS-C"S" programming. Since there will be work performed on the railroad right of way by the contractor for this project, railroad protective insurance will have to be furnished the railroad by the contractor.

This agreement has been approved by the Utility Unit, the Department of Justice and the Federal Highway Administration. Please place this on the Right of Way Agenda for the Commission Meeting of July 10, 1973.

Phil Preston

(For) J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Attach.

cc: H. S. Coulter w/duplicate counterparts for approval
Jack Sollie

RECEIVED
JUN 22 1973
Office of
Assistant State Highway Engineer

6-25-73
approved agreements
returned to Utility
Section

7920

5

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-73

FEDERAL AID PROJECT NO.: S-515(3)

STATE PROJECT NO.: West City Limits-Mason St. Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: S-1111

COUNTY NAME: Yamhill

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. George M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 4 '73
REFER TO Hunter - by Chidsey
FOR
Info
Inves
R/D
D/R
Sign
✓ Act
File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE See below	FEDERAL ROUTE NUMBER Secondary Route #907 STATE ROUTE NUMBER County road

NOTED
E. S. HUNTER

GENERAL LOCATION:

Sheridan, Oregon.

GENERAL DESCRIPTION OF WORK:

Upon execution of the agreement with the Southern Pacific Transportation Co. you are authorized to proceed with the work covered by the agreement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Railroad adjustment and installation of automatic gates.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The proposed agreement with the Southern Pacific Transportation Co. submitted with Mr. Chidsey's May 24 letter is approved as to form.

Please furnish us with three copies of the fully executed agreement when they become available. ✓

It is suggested that the S.P.Trans.Co. be advised to revise their standard agreement form to delete the numerous references to the Bureau of Public Roads.

STATE HIGHWAY ENGINEER
OFFICE OF
JUN 2 1973
RECEIVED

NOTED
A. E. J.

DATE: 6-1-73

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7920

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 17, 1973
Salem, OR 97310

To: L. H. Young
Office Engineer

BUILDING

SUBJECT: Railroad Costs
West City Limits-Mason St.
(Sheridan) Section
FAS 907
Yamhill County

Following is a breakdown of the costs to be incurred by Southern Pacific Transportation Company in the signalization and widening of the railroad grade crossing on the above project.

Furnish and Install Signals and Gates:	$29,475.00
Track Relocation and Planking of Crossing:	8,000.00
Engineer Inspection:	2,500.00

The above costs are furnished to you for inclusion in the PS & E for this project. The agreement for this project has been received from Southern Pacific Transportation Company, and will be distributed for approval upon receipt from Southern Pacific of an itemized breakdown of their estimated costs for this project.

If any further information is required, please contact me.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: E. S. Hunter
~~H. S. Coulter~~
J. B. Boyd
V. E. Skoog
H. S. Cox

NOTED
H.S.COULTER

RECEIVED
MAY 17 1973
Office of
Assistant State Highway Engineer

SP*52475-734

5

TRANSACTION NUMBER 4-5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-5-73

BY (Signature): MR. YOUNG'S MARCH 26, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ____

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 1111 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1111	S-515(3)	0.367	140,000	88,900	WEST CITY LIMITS-MASON ST. (SHERIDAN) SECTION. YAMHILL COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT, RAILROAD SIGNALS, PROTECTIVE SERVICE AND PREPARATORY WORK.

4-5-73

RECEIVED
STATE HWY ENGR
APR 6 73
REFER TO Young
FOR
Info | Invs | R/D | D/R | Sign | Act | File

Orig - 4-6-73

cy Hunter/file

RECEIVED
APR 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
E. S. HUNTER

7920

RECOMMENDED

DATE: ____

SIGNATURE AND TITLE: ____

APPROVED

DATE: 4-5-73

SIGNATURE AND TITLE: for

VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

7920

March 29, 1973

City of Sheridan
City Hall
Sheridan, Oregon 97378

Attention: Ardelle Spencer
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4673

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the West City Limits-Mason Street (Sheridan) Section of Mill Street on FAS 907 in Yamhill County.

A fully executed copy of this agreement is being sent to Yamhill County and we are retaining the same for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc H. S. Cox

March 29, 1973

Board of County Commissioners
Yamhill County
Courthouse
McMinnville, Oregon 97128

Attention: Jack Beeler
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the West City Limits-Mason Street (Sheridan) Section of Mill Street on FAS 907 in Yamhill County.

A fully executed copy of this agreement is being sent to the City of Sheridan and we are retaining the same for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

7920

March 26, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project S-515(3)

We are submitting program data for one Secondary Project, Item No. 1111, Project No. S-515(3), "West City Limits-Mason Street (Sheridan) Section", which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to receive bids for this project on April 26, 1973.

Enclosed is one copy each of State and District 3 Clearinghouse letters of approval dated February 18, 1972, and March 1, 1972, respectively.

Enc.

JG:dg

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574

W. J. KVARSTEN, *Director*

1 March 1972

3-2-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER
cc Cox

George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

SUBJECT: A-95 Review - West City Limits-Mason Street
FAS 907, Sheridan

Dear Mr. Baldwin:

The Council of Governments has completed its review of this project.

Copies of your Notice of Intent were sent to appropriate local agencies for comment. A letter from the City of Sheridan urging our approval of the project is enclosed.

The Regional and Transportation Planning staff of the Council of Governments also recommends approval. They urge the construction of sidewalks concurrent with the road improvements. A copy of their report is enclosed.

This letter constitutes our approval of your project and a copy of this letter should accompany your application to the Federal agency.

Very truly yours,

W J Kvarsten

W. J. Kvarsten
Director

RECEIVED
MAR 6 1972
PROGRAMING SECTION

cc: March 7, 1972
R.E. Simpson, FHWA
F.L. Hall
D.H. Moehring
R.E. Royer
W.D. Albright
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
F.T. Lacey
J.B. Boyd

HOCKIN/mk

Enclosures

cc: R. D. Wells, City Administrator, Sheridan

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

NOTED
E. S. HUNTER

NOTED
R N CHASE

Chase
Ben

NOTED
BEN GIFFORD

MEMBER AGENCIES:
STATE OF OREGON • MARION COUNTY • POLK COUNTY • YAMHILL COUNTY • CITY OF SALEM • CITY OF DALLAS
CITY OF WOODBURN • CITY OF SILVERTON • CITY OF McMINNVILLE • CITY OF INDEPENDENCE
SCHOOL DISTRICT 24J • MARION COUNTY FIRE DISTRICT NO. 1

1-18

MEMORANDUM

TO: Jim Hockin, Clearinghouse Officer DATE: March 1, 1972

FROM: David MacDonald, Chief, Regional and Transportation Planning

SUBJECT: A-95 Review - Mill Street, Sheridan, Yamhill County

I. ABSTRACT

A. Project Title: West City Limits - Mason Street. FAS 907, District III
B. Applicant: State Highway Division
C. Location: Sheridan, Yamhill County
D. Description:
  1. Type: Highway
  2. Purpose: Improve a narrow existing rough road
  3. Size: Approximately 0.4 miles - $108,000
  4. Benefits: Increased safety and capacity, reduced noise, improved aesthetic value

II. CRITERIA AND EVALUATION

A. Existing Comprehensive Plans: There are no existing comprehensive plans. For this reason we cannot answer the question of whether or not the project is consistent with comprehensive planning priorities. There is also no published priority system within Yamhill County or District III at this time.

B. General Soundness of Planning: The project conforms to sound principles of planning with the exception of the omission of sidewalks. With the low number of pedestrians currently using this street, sidewalks should be considered in the near future. The sidewalks' cost might well be reduced if its construction were concurrent with the street improvement. The traffic count of approximately 600 cars a day is relatively high for a minor rural street such as this. The street is well used now and is very narrow—18 feet of pavement without shoulders, and it is very rough. The improvement will definitely improve the safety of the facility and should decrease noise with its smoother riding surface. The railroad crossing will be signalized but not cross-armed. Cross-arms should not be necessary as a total of two trains a day use the crossing at slow speed.

C. Environmental Impact: There is no major adverse environmental impact.

III. CONCLUSIONS

The project is needed and should be approved for immediate construction. The construction of a sidewalk should also be encouraged.

jd

1859

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

February 18, 1972

Mr. L. H. Young
Program and Planning Engineer
State Highway Building
Salem, Oregon 97310

Re: West City Limits-
Mason Street
PNRS #7201 2 190

YAMHILL Co.

Dear Mr. Young:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your notice of intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

NOTED
R. D. ASBURRY

cc: February 23, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.D. Albright
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
F.T. Lacey
J.B. Boyd

BEN GIFFORD
1/18

RECEIVED
FEB 22 1972
PROGRAM & PLANNING
DIVISION

NOTED
L. H. YOUNG

NOTED
R. N. CHASE

City of SHERIDAN
It's A Privilege To Live In The Phil Sheridan Country
104 N.W. YAMHILL
SHERIDAN, OREGON 97378

February 16, 1972

Mid Willamette Valley COG
Room 19
Marion County Courthouse
Salem, Oregon 97301

Attention: James Hockins

Dear Jim:

Please be advised that the S. W. Mill Street project proposed in the City of Sheridan, as indicated in the attached A-95 application, has been approved by both the County of Yamhill Board of Commissioners, and the County-City relations engineer, Mr. H. S. Cox of the State Highway Dept.

Application on this project was prepared by both the Yamhill County Court and county engineer in conjunction with the State Highway Dept. and the City of Sheridan nearly 1½ years ago, and the complete project will be engineered by, and the bids called for by the Oregon State Highway Commission.

I hope this gives you sufficient information to proceed with this approval as quickly as possible.

Thank you.

Sincerely

R. D. Wells

R. D. Wells, City Administrator

Budget Bureau No. 41-R2067; Approval

U.S. DEPARTM
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

3-26-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2
REPORT NUMBER: 1
PROJECT LOCATION (45 typewriter spaces): Co. Rd. W. City Limits-Mason St. (Sheridan)
ADT PRESENT: 1,600*
FUTURE: 2,500
YEAR: 93
REGION: 10
STATE NAME: Oregon
STATE CODE: 35

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave, RR Signals
NATL. FOREST:
FH ROUTE NO.:
SUPV AGCY:
DA CLASSIF.:
DA AREA:
EMERG. YR.:
PL. AUTH YR:
PROJECT NUMBER: PREFIX LETTER(S): S-
NUMBER: 515
SEQ. NO: (3)

CARD 4
CLASS OF FEDERAL FUNDS: Secondary
NAME OF URBAN AREA:
COUNTY NAME: Yamhill
CODE: 071
ROUTE NO.: FEDERAL-AID: S 907
STATE: Co. Rd.
U.S.:

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
5					**PE**		Co. Rd. W. City Limits to Mason St. (Sheridan)						Gr., a 44' with 10' s RR sh with lever RR pr requi
5					**ROW**								
5					**CONST** (CODE) 6201 Y018 Y040		"W. City Limits-Mason St. (Sheridan) Sec."	0.367	140,000	88,900	25,550	25,550 (Co.)	ROW Acce Park none incl

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			0.367	140,000	88,900	25,550	25,550 (Co.)

PROGRAM APPROVAL DATES

REMARKS

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

idan)	**ADT**	PRESENT 1,600*	FUTURE 2,500	YEAR 93	REGION 10	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 1111

PROJECT NUMBER

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTHYR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
					S-	515	(3)	

COUNTY NAME Yamhill CODE 071

ROUTE NO. S FEDERAL-AID 907 STATE Co. Rd. U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
0.367	140,000	88,900	25,550	25,550 (Co.)
0.367	140,000	88,900	25,550	25,550 (Co.)

CHARACTER OF PROPOSED WORK (Full description)

Gr., Dr., H.T. Pave a 44' curbed section with 2-12' lanes and 10' shldrs. Inst. RR short-arm gates with gongs & cantilever flashing lights. RR protective service required.

ROW - 60' normal; Access control-none; Parking restrictions-none; RR adj. required incl. preparatory work.

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48903-P61

WEST CITY LIMITS-MASON STREET (SHERIDA
PROJECT NO. S-515(3)

Existing Facility: 16-foot portland cement concrete pavement with 6-foot gravel shoulders. (For RR information see "Railroad Crossing Data" below.)

Adjacent Facilities: 16-foot portland cement concrete pavement with 6-foot gravel shoulders.

Project Data: The work consists of grade, drain, and high-type pave a 44-foot curbed facility providing two 12-foot traffic lanes with 10-foot shoulders, signing and other incidental work common to this type of project. Install railroad short-arm gates with gongs and cantilever flashing lights. Railroad protective service required.

NOTE: The railroad company will install the signals and adjust the track crossing.

*The DHV is 190 for this location.

Railroad Crossing Data:
Name - - - - - - - - - - Southern Pacific Transportation Company
No. of tracks - - - - One
No. of trains - - - - 2 through, and 4 switch movements
No. of hi-speed trains-None
Existing Protection - Crossbucks
Proposed Protection - Flashing lights, gongs & short-arm gates.
Railroad benefit - - - None

Exceptions to Minimum Standards: None

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved. NOTE: The Sheridan Airstrip (pvt.) located within two miles NW of the project has runways oriented such that there will be no conflict.

Negative Envi

State and Dis
and March 1,

Public Hearin
PPM 20-8.

Location/Desi
Secondary Roa

Route Data:
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town of Sher

Relocation A
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CITY LIMITS-MASON STREET (SHERIDAN) SECTION
PROJECT NO. S-515(3)

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and
an Airstrip
runways

Negative Environmental Declaration: Concurred in by FHWA Feb. 26, 1973.

State and District 3 Clearinghouse: Approval letters dated Feb. 18, 1972 and March 1, 1972, respectively.

Public Hearing: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Granted March 12, 1973 under the Secondary Road Plan.

Route Data: School bus and mail route. Serves a farming area and also a growing residential area within the southerly part of the town of Sheridan.

Relocation Assistance Payments: None involved as project does not require additional right-of-way.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Railroad Costs:

Adjustment of track crossing (Type Code Y040)	$ 8,000
Inst. short-arm gates with gongs & flashing lights	22,000
(Type Code Y018)	1,800
Protective service	Total $31,800

7920

March 26, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM
L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Section Name & PNRS No.
1111	S-615(3)	W. City Limits-Mason St. (Sheridan) #7201-2-190

Enc.

JG:dg

cc R. H. Chase
B. L. Gifford

7920

MEMO TO THE FILES

March 26, 197~~2~~3

Re: W.C.L.-Mason Street
FAS 907, Mill Street
City of Sheridan

On March 22, the writer telephoned Mr. Robert Hendricks, City Manager, to see if City of Sheridan wanted the contract plans to include driveway construction. A rough estimate for the work is $3,000. Mr. Hendricks indicated that City forces would perform all work outside the curb line to connect the driveways to the depressed curb.

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
Lyle K. Watson
G. W. Wimer

RECEIVED
[illegible]

NOTED
R. L. SCHROEDER

7920

March 23, 1973

SUN

Sheridan, Oregon 97378

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in the City of Sheridan, Yamhill County, Oregon, relative to the proposed construction of the West City Limits-Mason Street Section on S.W. Mill Street in Sheridan.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, March 29, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. C. O. Fredrickson, Region Engineer in Salem, phone 378-2626.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Office Engineering
Planning
Finance: 536-1427-980
County and City
Public Affairs
C. O. Fredrickson, Region 2
Yamhill County Board of Commissioners
City of Sheridan

George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Victor Wolfe
F. L. Hall
W. J. Hart
J. B. Boyd
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Yamhill County Board of Commissioners, has approved the location and design of the West City Limits-Mason Street Section of S.W. Mill Street in the City of Sheridan, Yamhill County, effective March 12, 1973.

The proposal consists of grading, draining, curbing and paving a street section 44 feet wide between curbs, plus installation of railroad signals at the Southern Pacific Railroad crossing.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * * *

RHP:ljt

3/23/73

SUN, Sheridan

At this rate the City advance deposit will be

156,000
2

31,200
25

56,200

City Ok
5-21-73

(City Limits-Mason St. (Sheridan) Section
rading and Paving

3/22/73
CEE

Cost Estimate

Item No.	Item	Unit	Quantity		
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec.		3,000 —
2	Clearing and Grabbing	Lump Sum	All Spec.		250^{00}
3	Removal of Structures and Obstructions	Lump Sum	All Spec.		600^{00}
4	Ditch Excavation	Cu. Yd.	180	3^{00}	540^{00}
5	General Excavation	Cu. Yd.	1,350	2^{50}	3375^{00}
6	Trench Excavation	Cu. Yd.	1,330	4^{50}	5985^{00}
7	Finishing Roadbed and Slopes	Lump Sum	All Spec.		560^{00}
8	Watering	M-Gal.	50	8^{00}	400^{00}
9	1"-0 Aggregate Base	Cu. Yd.	1,380	6^{00}	8280^{00}
10	Lime Treated Subgrade	Sq. Yd.	6,500	$.^{60}$	3900^{00}
11	Lime for Treated Subgrade	Ton	73	40^{00}	2920^{00}
12	Class "C" Asphalt Concrete Mixture	Ton	1,820	12^{50}	22750^{00}
13	Asphalt Cement in Mixture	Ton	118	35^{00}	4130^{00}
14	¼"-0 Aggregate in Prime Coat	Cu. Yd.	50	8^{50}	425^{00}
15	RC-250 Asphalt in Prime Coat	Ton	9	90^{00}	810^{00}
16	12-inch Sewer Pipe	Lin. Ft.	1,630	5^{25}	8557^{50}
17	15-inch Sewer Pipe	Lin. Ft.	520	6^{25}	3250^{00}
18	21-inch Sewer Pipe	Lin. Ft.	270	12^{45}	$3361.^{50}$
19	Extra for Pipe Under Pavement	Lin. Ft.	170	10^{00}	1700^{00}
20	Installing Pipe Under Railroad	Lin. Ft.	24	75^{00}	1800^{00}
21	Concrete Manholes	Each	8	400^{00}	3200^{00}
22	Concrete Inlets, Type CG-1	Each	15	230^{00}	3450^{00}
23	6-inch Drain Pipe	Lin. Ft.	250	3^{00}	750^{00}
24	Special Filter Material in Drains	Cu. Yd.	32	12^{00}	384^{00}
25	Concrete Curbs	Cu. Yd.	215	55^{00}	11825^{00}
26	Adjust Manholes	Each	2	150^{00}	300^{00}
27	Setting Mailbox Posts	Each	8	25^{00}	200^{00}
					96,703 —
	Flagging $ 400		Add'l Items		40,795 —
	RR. Prot. Costs 2500			$	137,498 —
	other RR Costs 37475				
	[illegible]		4½% Cont.		6,187 41
	[illegible]		9% Engr.		12,374 82
	[illegible]				
			Total	$1[illegible]	060^{23}

fas 907
Yamhill Co

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 17, 1973
Salem, OR 97310

SUBJECT: Railroad Costs
West City Limits-Mason St.
(Sheridan) Section
FAS 907
Yamhill County

To: L. H. Young
Office Engineer

BUILDING

Following is a breakdown of the costs to be incurred by Southern Pacific Transportation Company in the signalization and widening of the railroad grade crossing on the above project.

Furnish and Install Signals and Gates:	$29,475.00
Track Relocation and Planking of Crossing:	8,000.00
Engineer Inspection:	2,500.00

The above costs are furnished to you for inclusion in the PS & E for this project. The agreement for this project has been received from Southern Pacific Transportation Company, and will be distributed for approval upon receipt from Southern Pacific of an itemized breakdown of their estimated costs for this project.

If any further information is required, please contact me.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: E. S. Hunter
H. S. Coulter
J. B. Boyd
V. E. Skoog
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
MAY 17 1973
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SP*52470-734

~~2-6-73~~

~~INDEPENDENCE - Frank Borden~~
~~363-9225~~

~~3-13-73 69-36 66,970~~
~~67,198~~
~~228~~

3-21-73 72-55 10365 10485

SHERIDAN -

6 Send City Color coded map shows FAS, etc.
Send Resolution forms.
Contact Region re. future 4 lane, interchange, etc.
Planning available to City thru. Hwy Dept.
Not on long range plan

Midwillamette Council of Governments
Room 19 Marion County Courthouse

Mr. W.J. Kvarsten Exec. Director
1871
843-2347
$3,000
$125,000
$150,000

3-22-73

City will perform necessary work to connect, curb cuts & driveways. says Bob Hendrick City Manager of Sheridan

G.E.Z.

7.920

5

FILE

3-12-73

LOCATION - DESIGN APPROVAL

COUNTY: YAMHILL

SECTION: West City Limits-Mason Street

FAS NO.: 907

ROAD NAME: S.W. Mill Street

PROJECT DESCRIPTION: Grade, drain, base, curb and pave a 44-foot street section approximately 2,000 feet long, plus the installation of railroad signals.

ESTIMATED COST: $140,000

HIGHWAY COMMISSION APPROVAL: January 11, 1972

HEARING: None required

STATE CLEARINGHOUSE REVIEW: State Exec. Dept - 2/18/72; MWV-COG - 3/1/72

SECTION 204 REVIEW: None required

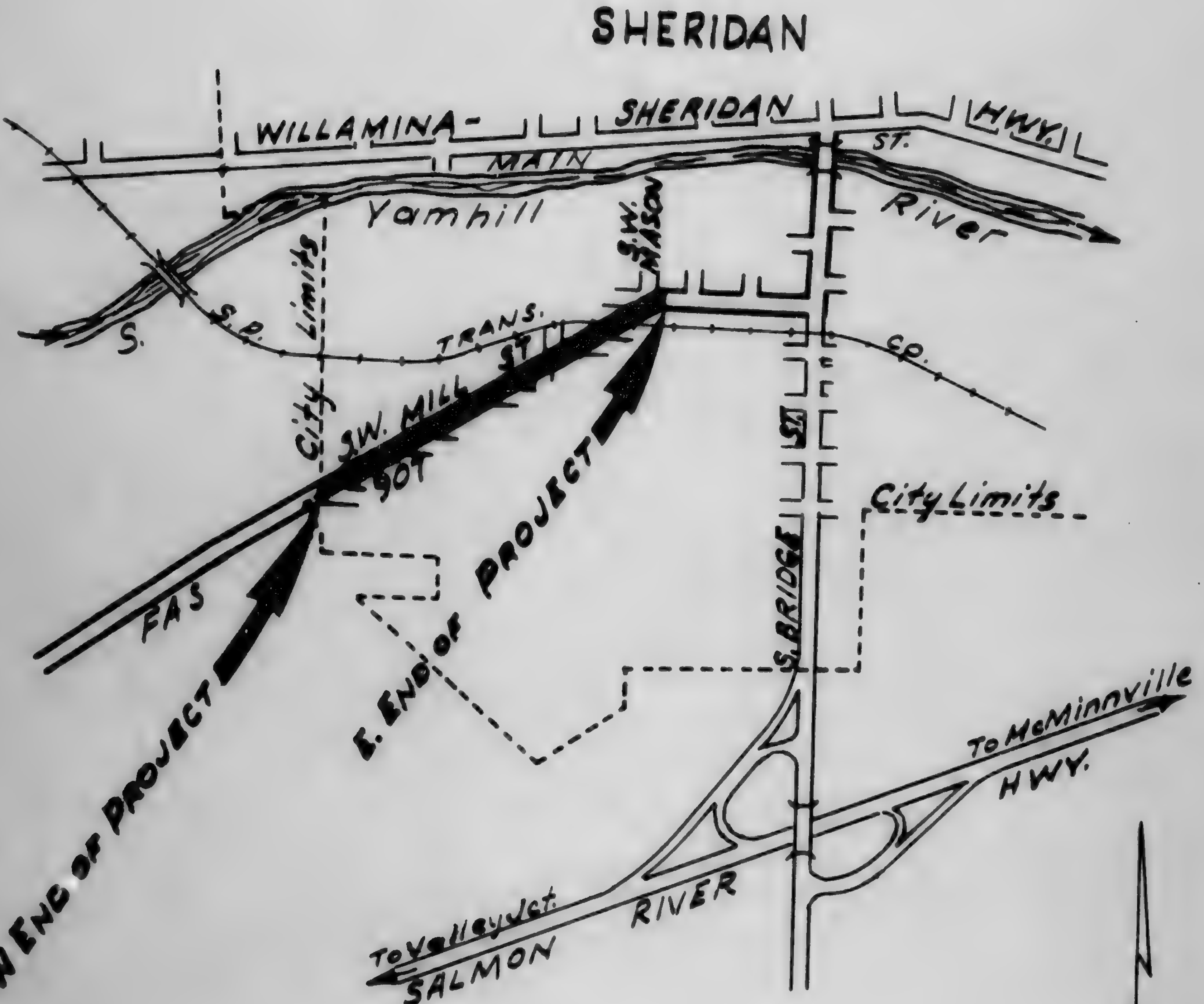
HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA 2/26/73

REMARKS: Combination FAS-C and SCA project.

APPROVED: March 12 1973

A. F. Schroeder
Assistant State Highway Engineer


SHERIDAN
WILLAMINA-SHERIDAN HWY.
MAIN ST.
Yamhill River
S.W. MASON
S. P. TRANS. CO.
City Limits
SW. MILL ST
90T
FAS
W END OF PROJECT
E. END OF PROJECT
S. BRIDGE ST
City Limits
To McMinnville HWY.
To Valley Jct.
SALMON RIVER
N

W. CITY LIMITS - MASON ST. (SHERIDAN) SECT.

S.W. MILL ST.

Yamhill County

7920

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 12, 1973

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

BUILDING

SUBJECT: W. City Limits-Mason Street Sect.
S.W. Mill Street, FAS 907
City of Sheridan
Yamhill County

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

H. S. Cox
County and City Engineer

By

R H Prange

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Att.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

NOTED
R.L. SCHROEDER

RECEIVED
MAR 12 1973
Office of
Assistant State Highway Engineer

The attachments
sent to Prange
3-12-73

LOCATION - DESIGN APPROVAL

COUNTY: YAMHILL

SECTION: West City Limits-Mason Street

FAS NO.: 907

ROAD NAME: S.W. Mill Street

PROJECT DESCRIPTION: Grade, drain, base, curb and pave a 44-foot street section approximately 2,000 feet long, plus the installation of railroad signals.

ESTIMATED COST: $140,000

HIGHWAY COMMISSION APPROVAL: January 11, 1972

HEARING: None required

STATE CLEARINGHOUSE REVIEW: State Exec. Dept - 2/18/72; MWV-COG - 3/1/72

SECTION 204 REVIEW: None required

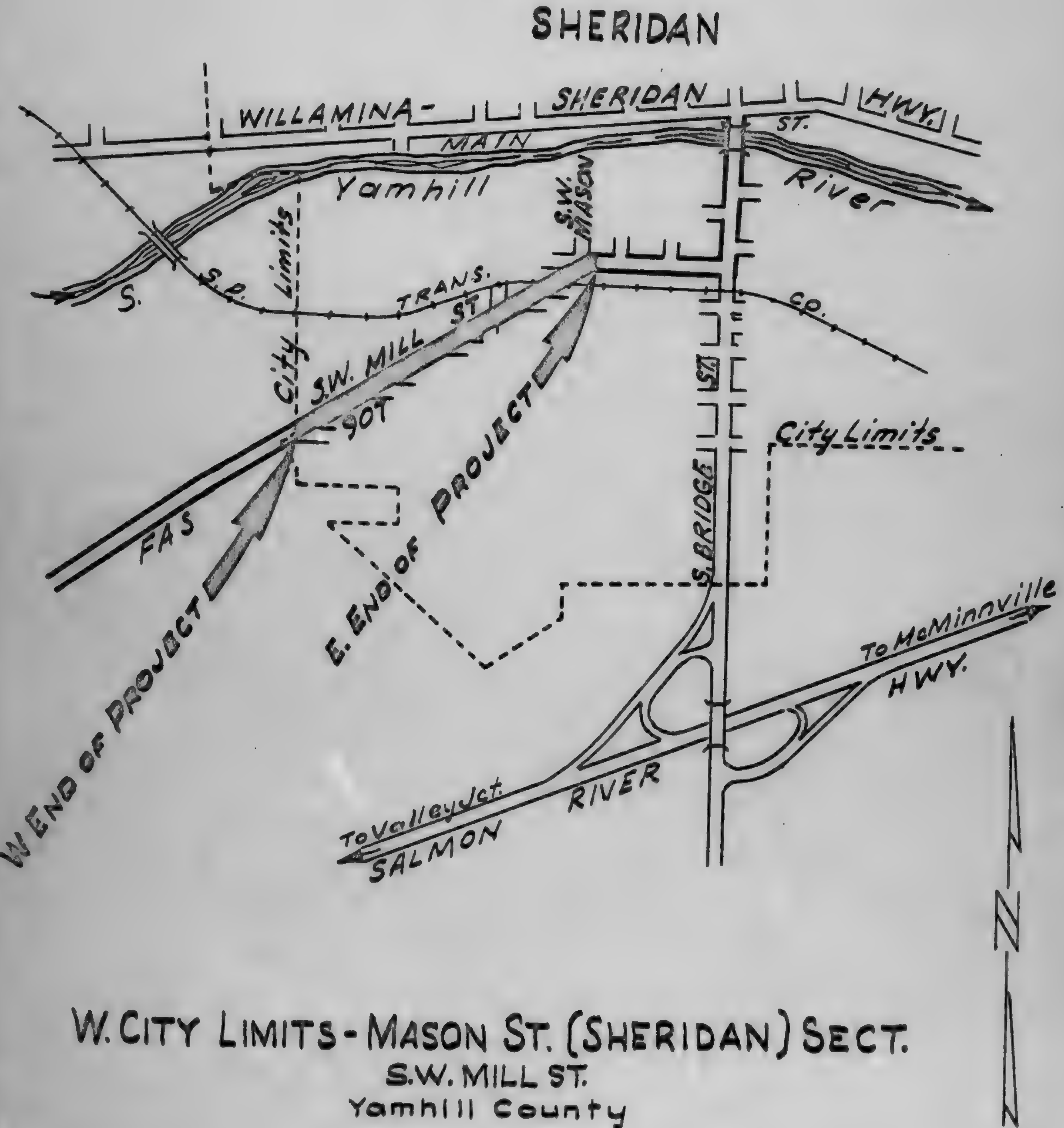
HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA 2/26/73

REMARKS: Combination FAS-C and SCA project.

APPROVED: March 12 19 73

Assistant State Highway Engineer


SHERIDAN
WILLAMINA - SHERIDAN HWY.
MAIN ST.
Yamhill River
S.W. MASON
S. S.P. TRANS. CO.
City Limits
S.W. MILL ST
90T
FAS
W END of PROJECT
E. END of PROJECT
S. BRIDGE ST.
City Limits
To McMinnville HWY.
To Valley Jct.
SALMON RIVER
N

W. CITY LIMITS - MASON ST. (SHERIDAN) SECT.

S.W. MILL ST.

Yamhill County

7920

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

February 7, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

W. City Limits-Mason St. (Sheridan)
Section
Mill Street, FAS 907
Yamhill County & City of Sheridan

Dear Mr. Green:

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on Mill Street in the southwesterly section of the City of Sheridan, Yamhill County, Oregon.

The proposal consists of grading, installing drainage and widening Mill Street to a fully paved 44-foot curbed street section from the west city limits of Sheridan northeasterly to Mason Street -- a distance of approximately 2,000 feet. Also included in the project is the installation of railroad signals with automatic droparm gates at the Southern Pacific Transportation Company railroad crossing near the northeasterly end of the proposal.

PURPOSE OF PROJECT The purpose of the project is to widen and upgrade an existing facility and to provide railroad crossing protection.

Mill Street is classified as an urban extension of a county arterial and provides farm-to-market, school bus, and mail service to the community. Even though the City of Sheridan has no comprehensive plan, the proposed project conforms to sound principles of planning and street development and is needed to provide a safe, durable facility for the local road user.

EXISTING ENVIRONMENTAL SETTING

Beginning at the city limits the first 1,000 feet of the proposal traverses a residential area. The remaining 1,000 feet serves small industrial establishments such as the P.G.E. Substation, a grain company, two lumber manufacturing companies and the local railroad depot and siding facilities.

The existing facility consists of a narrow 16-foot wide portland cement concrete pavement with a badly cracked and uneven surface, and gravel shoulders averaging six feet in width. 1971 traffic counts indicate an ADT of 560 vehicles at the city limits.

The terrain through which the project passes varies from flat to rolling. The proposal begins at the crest of a hill and descends on grades varying from 3.2% to 6.7%.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant beneficial impact of the proposal will be in providing a safe and convenient facility for the local community. The addition of curbs and a storm sewer system will also benefit abutting properties by facilitating surface runoffs and thus reducing surface impoundments. An economic benefit will accrue to the local entities in the form of reduced maintenance cost.

Since the proposal will be constructed within existing right-of-way limits, no additional right-of-way will be required for the project. No one will be relocated from his home or business, and all existing road approaches will be restored. Adjustments of utilities, including both aerial and underground facilities, will be necessary.

The environment and operational functions of adjoining properties will not be impaired or adversely affected by the proposal. There are no public recreation facilities, game management areas, wildlife refuges, or registered historical sites that will be affected.

Since additional right-of-way is not required and the proposed project has no adverse effect on abutting properties and does not change the function or layout of connecting streets or the facility being improved, a public hearing is not anticipated.

There will be minor inconvenience to the road user during construction; however, appropriate flagging and signing for the temporary protection and direction of traffic will be provided.

The improvement and signalization of the railroad crossing at the northeasterly end of the proposal will provide an additional measure of safety to the road user.

The State Executive Department, after referral of the notice of intent to appropriate state agencies, and having received no adverse comments, approved the project on February 18, 1972.

The Mid Willamette Valley Council of Governments, having received favorable comments from its Regional and Transportation Planning staff, approved the proposal on March 1, 1972 with the suggestion that sidewalks be considered as part of the project. Because of limited space available for walkways, and questionable future use, the City has indicated that sidewalks should not be considered at this time.

BASIS FOR NEGATIVE DECLARATION

The proposed project is an important element in the development of the transportation systems of Yamhill County and the City of Sheridan. The benefits of the finished project will outweigh any temporary inconvenience to the road user; and detrimental effects, if any, to the local environment will be negligible.

The Oregon State Highway Division endorses the statements made in this negative declaration based on information received from Yamhill County and the City of Sheridan and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

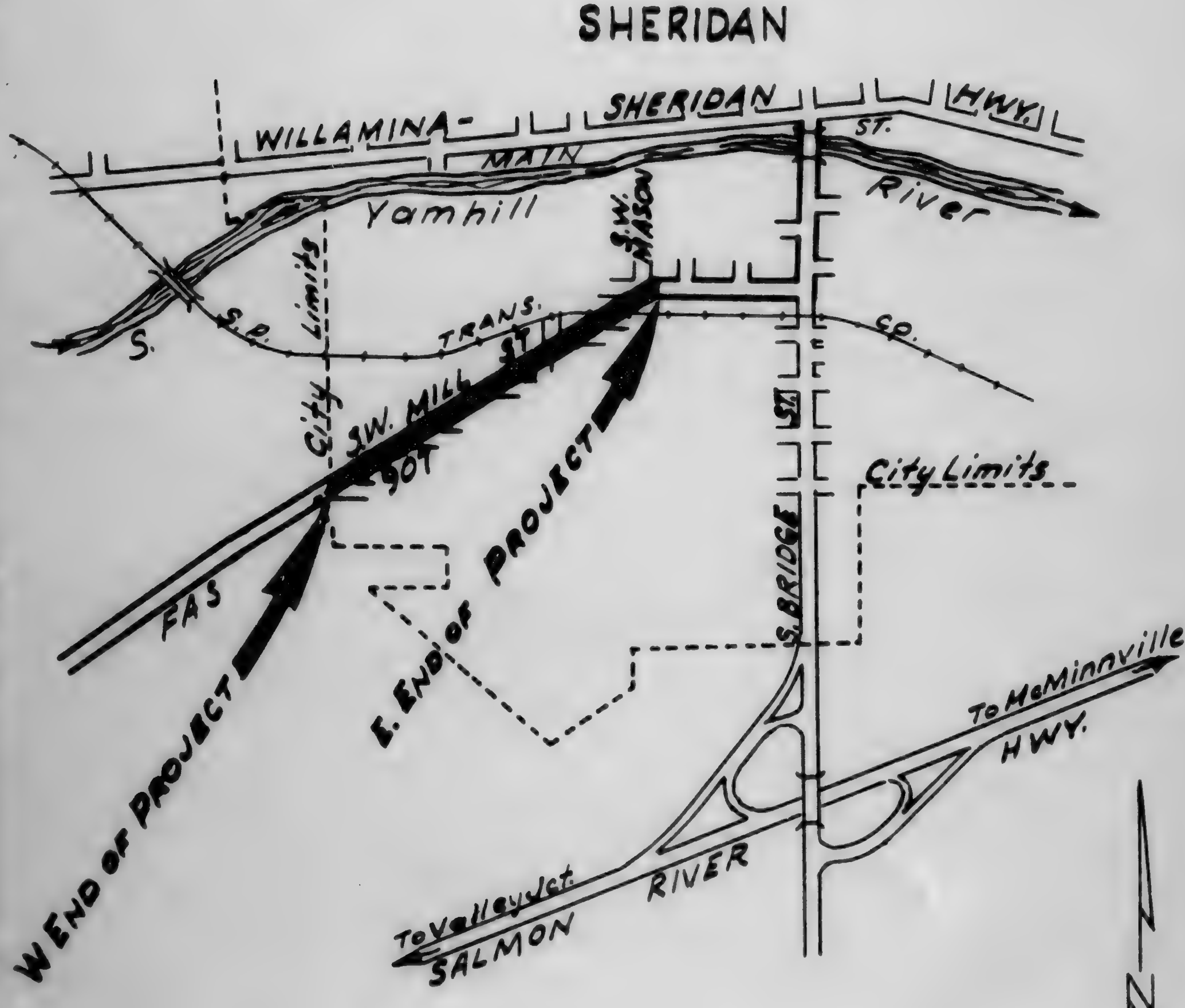
By
R. L. Schroeder
Assistant State Highway Engineer

RHP:ljt bb

Endorsement to Oregon State Highway Division

Concur ______________ Date 2-26-73
Division Engineer

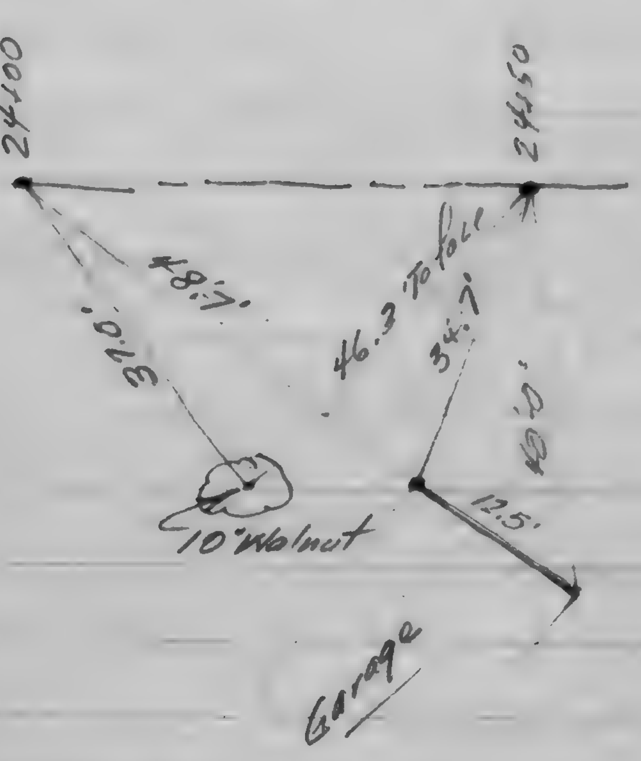
cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
L. H. Young
H. S. Cox
C. O. Fredrickson


SHERIDAN
WILLAMINA-SHERIDAN HWY.
MAIN ST.
Yamhill River
S.W. MASON
S. P. TRANS. CO.
City Limits
S.W. MILL ST
90T
FAS
W END OF PROJECT
E. END OF PROJECT
City Limits
S. BRIDGE ST.
To McMinnville
HWY.
SALMON RIVER
To Valley Jct.

W. CITY LIMITS - MASON ST. (SHERIDAN) SECT.
S.W. MILL ST.
Yamhill County

1-30-73

SHERIDAN -


24+00
24+50
48.7'
37.0'
46.3' To Pole
34.7'
40.0'
12.5'
10" Walnut
Garage

1-30-73

Called Dave Haugeberg 472-5141, told him we needed a copy of the instrument that they file in Court House, easement, etc. Also to notify County when this is accomplished so County can sign R/W certificate and return to us prior to 2-22-73.

G.E.Z.

Manager - Robert Hendricks

7920

January 26, 1973

SUN

Sheridan, Oregon 97378

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in the City of Sheridan, Yamhill County, Oregon, relative to the proposed construction of the West City Limits-Mason Street Section on S.W. Mill Street.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, February 1, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. B. Boyd, Regional Engineer in Salem, phone 378-2626.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Programing
Planning
Accounting: 536-1427-980
County and City
Public Affairs
J. B. Boyd, Region 2
Yamhill County Board of Commissioners
City of Sheridan

George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Victor Wolfe
F. L. Hall
W. J. Hart
D. H. Moehring
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Yamhill County Board of Commissioners, after study of the engineering, environmental and socio-economic aspects, has requested the Oregon State Highway Division's location and design approval of the West City Limits-Mason Street Section of S.W. Mill Street in the City of Sheridan.

The proposal consists of grading, draining, curbing and paving a street section 44 feet wide between curbs, plus installation of railroad signals at the Southern Pacific Railroad crossing.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RBP:ljt
1/26/73

SUN, Sheridan

7920

MEMO TO FILES
12/5/72

Re: W.C.L.-Mason Street (Sheridan) Section
S.W. Mill Street, FAS 907
Yamhill County and City of Sheridan

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Acquisition of additional right-of-way will not be required. It is proposed to grade, drain, base, and pave a street section 44 feet between curbs having two 12-foot travel lanes and 10-foot paved shoulders all within the existing 60-foot right-of-way.

2. The project does not have an adverse effect on the abutting property. The project does in fact enhance the abutting property by the installation of curbs, the proper designation of accesses and driveways, and the replacement of existing gravel shoulders with paved shoulders which can be used for on-street parking.

3. The project does not change the layout or function of connecting roads or streets or the facility being improved. No connecting streets will be closed and their continued accesses to the improved facility will be assured by the construction of curb returns and the pavement of all existing street intersections. The existing facility will retain its function as a two-lane two-way street.

Robert H Prange
Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

NOTED
F. B. KLABOE

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
STATE HWY ENGR
DEC 5 '72
REFER TO
FOR
Info | [illegible] | R/D | D/R | [illegible] | [illegible] | [illegible]

RECEIVED

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6311

17920

October 27, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Encroachment and PUC Maps
West City Limits-Mason Street
(Sheridan) Section
FAS 907 (Mill Street)
Yamhill County
Your File: 311-05

Gentlemen:

On March 29, 1973, the State will open bids for the construction of the above captioned project. The work will involve the improvement of S.W. Mill Street from the west city limits to S.W. Mason Street to provide a 44 foot curbed street throughout this area. It will also involve the improvement of your crossing FCA 744.8. Work to be performed by your forces will incude the rehabilitation of the grade crossing and the installation of crossing gates with the appropriate track circuitry.

The rehabilitation of the grade crossing will involve the installation of a plank crossing 81 feet in length. The Railroad should bear the cost of the rehabilitation of the existing width of pavement, 48 feet, and the public agencies will bear the additional width required to accommodate the new construction, 33 feet.

The cost of the crossing gates will be shared on a 90-10 basis with the public agencies bearing 90% and the Railroad 10% of the total cost of this installation. You will be reimbursed for work performed by your forces as set forth above in accordance with PPM 30-3 and all supplements thereto.

Herewith you will find two prints each of Drawing Nos. 1R-3-1456 and 9B-10-9, each dated September, 1972, which are the encroachment and PUC maps respectively for this project. You will also find one print each of the plat of Bibee's Addition to the Town of Sheridan, recorded April 23, 1890, and the plat of Gilstrap's Addition to the City of Sheridan, recorded February 5, 1910. This material is included to show you where we obtained the information which is reflected on our encroachment map with regard to railroad stationing and alignment. We are aware this information does not agree with that shown on your Right of Way and Track Map, No. V-6/1. We will appreciate your review and comment regarding this discrepancy.

Additional material will be submitted to you as it becomes available.

TWL:dl

cc: Southern Pacific Transportation Company
San Francisco

F. B. Klaboe
H. S. Cox
F. L. Hall
L. H. Young

V. E. Skoog
J. B. Boyd
J. W. Valentine

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
AUG 12 1972
FOR FILING
7920

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

August 9, 1972

IN REPLY PLEASE REFER TO
311-05

NOTED
A. E. JOHNSON

Routing
Keasey
Bond
Walker
Johnson
RECEIVED
AUG 1~~6~~5 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter of August 2, signed by Mr. J. M. Cartwright, relative to property ownership, West City Limits-Mason Street, Sheridan.

According to our right of way map this small parcel of property containing 0.021± acres was lost by adverse possession. Apparently this is claimed by the adjacent property owner and was an isolated parcel outside of County Road right of way. Therefore, we have no interest in this particular parcel.

Yours truly,

A W Kilborn

Copies to:
DH Moehring
AE Johnson
FO Scott
JB Boyd
KD Wolfe
JW Valentine

RECEIVED
AUG 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

East Salem Highway Building   Salem, Oregon 97310

August 2, 1972

7920

Mr. & Mrs. Walt Remington
448 S.W. Mill St.
Sheridan, Oregon 97378

Dear Mr. & Mrs. Remington:

The center line of Mill Street on our recent survey was offset at the request of the City of Sheridan. This was done to avoid conflict with the pole lines on the northerly side of the street. The State Highway Division is doing this work at the request of the City of Sheridan, and I am requesting them to explain their position on this problem. Mill Street is not a highway maintained by the Oregon State Highway Division, although it is on the Federal Aid Secondary System, maintained and operated by the City and Yamhill County. Our Resident Engineer Mr. Kenneth D. Wolfe will be in communication with the City and the County to ensure that all aspects of this problem have been studied.

JBBoyd
J. B. Boyd
REGIONAL ENGINEER

JBB:lmt

cc: E. S. Hunter ✓
Frank Hall
Kenneth Wolfe
City of Sheridan Attn: Mayor Charles Jordan
County Engineer of Yamhill County

NOTED
F. B. KLABOE

RECEIVED
AUG 4 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JUL 10 1972

[illegible]
Discuss
Eld

Edwards

REFERRED TO
Admin
BY SECRETARY

July 6 - 1972.

State Hiway Dept.
Salem, Ore.

Dear Sirs;

I am writeing for a little information & hope you can help me. as I've been told so many stories.

I would like to know if there is a limit as to how close a highway can be black-topped & curbed to a persons property line.

The line on Mill St. in Sheridan which I have been told is a Secondary-Hwy. & which is supposed to be curbed & surfaced. by The State. Due to the electric poles on the other side of the street the proposed 44 ft. would come to within 4 ft of our property line & about 7 ft. from our front Porch. Can this be done legally? as there is a 60 ft. right of way. & the poles Could be moved. would appreciate any information I can get. as it sure ruins our place. there will be no sidewalks.

Thanks,
Mr & Mrs Walt Remington
448 S.W. Mill St.
Sheridan, Ore.
97378

RECEIVED
JUL 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 10 1972
OREGON
STATE HIGHWAY COMMISSION

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310 PHONE 378-6511

17920

August 2, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

RE: Property Ownership
West City Limits-Mason St.
(Sheridan) Section
Mill Street - FAS 907
Yamhill County

NOTED
A. E. JOHNSON

Gentlemen:

Attached hereto is a copy of a portion of your station map of Sheridan #V.28/S-2 and Right of Way and Track Map #V-6/1 upon which a parcel of land has been colored in red.

The parcel of land, according to your maps, appears to be a part of your railroad right of way. Our research of the adjacent private property descriptions indicates that the parcel was included as part of the private property.

Would you please provide this office with a copy of your ownership documents, or if the parcel was sold, a copy of the document showing transfer of ownership.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Jack M Cartwright
T. W. Litchfield
Railroad and Utility Engineer

JMC:fw
Attach.
cc: A. E. Johnson
Floyd Scott
J. B. Boyd
Ken Wolfe
J. W. Valentine

RECEIVED
AUG 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form E-123

[illegible]

FOR FILE

7920

MEMO TO FILES

July 31, 1972

Re: Sidewalks
Mill Street, FAS 907
City of Sheridan

The Mid Willamette Valley Council of Governments has suggested that sidewalks be considered as part of this project.

Mr. Ken Wolfe, resident engineer in charge of the survey for the project, has stated that he has discussed sidewalks with City officials and they have reviewed them with the City Council. The City's desires in this matter are that sidewalks not be a part of the project. This was confirmed during a telephone conversation between Robert D. Wells, City Manager, and the writer, on July 31, 1972.

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder ✓
F. L. Hall
W. J. Hart
Victor Wolfe
L. H. Young
W. H. Tebeau
J. B. Boyd

NOTED
R. L. SCHROEDER

RECEIVED
JUL 31 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION West City Limits - Mason Street (Sheridan) **ESTIMATE OF COST** 7/7/72 SHEET _

HIGHWAY FAS 907

NO.	ITEM.	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COS	
1	Temporary Prot. & Direction of Traffic	All	-		-	$		$ 2,850	00
2	Removal of Structures & Obstructions	All	-		-			600	00
3	Clearing and Grubbing	All	-		-			100	00
4	General Excavation, Unclassified	Cu. Yd.	1,223	122	1,345	2	50	3,362	50
5	Trench Ecavation	Cu. Yd.	1,197	118	1,315	4	50	5,917	50
6	Lime Treated Subgrade	Sq. Yd.	6,046	604	6,650	0	60	3,990	00
7	Lime for Treated Subgrade	Ton	68	6	74	35	00	2,590	00
8	1" - 0 Aggregate Base	Ton	1,354	135	1,489	5	50	8,189	50
9	¾"-0 Levelling Course	Ton	696	69	765	6	00	4,590	00
10	Class "B" Asphaltic Concrete Mixture	Ton	1,828	182	2,010	12	~~00~~ 50	25,125 24,120	00
11	Tack Coat	Ton	1.26	0.13	1.39	100	00	139	00
12	Watering	M-Gal.	33	3	36	10	00	360	00
13	Prime Coat	Ton	8.1	0.8	8.9	100	00	890	00
14	Class "A" Concrete for Curb	Cu. Yd.	203	20	223	55	00	12,265	00
15	Concrete Inlets, Type"CG-1", W/Spec. Grate	Each	14	1	15	230	00	3,450	00
16	12" Sewer Pipe	Lin. Ft.	1,579	156	1,735	5	00	8,675	00
17	15" Sewer Pipe	Lin. Ft.	430	43	473	6	00	2,838	00
18	21" Sewer Pipe	Lin. Ft.	258	26	284	10	50	2,982	00
19	Extra for Pipe Under RR, 21" Class IV	Lin. Ft.	20	2	22	75	00	1,650	00
20	Ditch Excavation	Cu. Yd.	163	17	180	3	50	630	00
21	Extra for Pipe under Pavement	Lin. Ft.	111	11	122	10	00	1,220	00
22	Finishing Roadbed & Slopes	Mile	0.38	-	0.38	1,500	00	575	00
23	Concrete Manholes	Each	7	-	7	350	00	2,450	00
24	Adjust Manholes	Each	2	-	2	150	00	300	00
25	Adjust Mailboxes	Each	7	-	7	25	00	175	00
	Total of Contract Items							~~94,908~~ 95,913	~~50~~ 50

ECTION West City Limits - Mason Street
IGHWAY FAS 907

ESTIMATE OF COST - 7/7/72

SHEET 2 OF 2

NO.	ITEM.	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST	
	TOTAL BROUGHT FORWARD					$		$ 94,908	50
								95,91	
	Anticipated Items								
	Flagging							420	00
	Utilities								
	Railroad Protection							22,500	00
	Total Anticipated Items							22,920	00
								117,828	50
	Engineering & Contingencies (20%)							23,565	70
	TOTAL							141,394	20

RECEIVED

p5

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574

W. J. KVARSTEN, *Director*

7920

1 March 1972

3-2-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER
cc Cox

George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

SUBJECT: A-95 Review - West City Limits-Mason Street
FAS 907, Sheridan

Dear Mr. Baldwin:

The Council of Governments has completed its review of this project.

Copies of your Notice of Intent were sent to appropriate local agencies for comment. A letter from the City of Sheridan urging our approval of the project is enclosed.

The Regional and Transportation Planning staff of the Council of Governments also recommends approval. They urge the construction of sidewalks concurrent with the road improvements. A copy of their report is enclosed.

This letter constitutes our approval of your project and a copy of this letter should accompany your application to the Federal agency.

Very truly yours,

W. J. Kvarsten
Director

HOCKIN/mk

Enclosures

cc: R. D. Wells, City Administrator, Sheridan

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Young
Wolfe
Hall

MEMORANDUM

TO: Jim Hockin, Clearinghouse Officer

DATE: March 1, 1972

FROM: David MacDonald, Chief, Regional and Transportation Planning

SUBJECT: A-95 Review - Mill Street, Sheridan, Yamhill County

I. ABSTRACT

A. Project Title: West City Limits - Mason Street, FAS 907, District III
B. Applicant: State Highway Division
C. Location: Sheridan, Yamhill County
D. Description:
1. Type: Highway
2. Purpose: Improve a narrow existing rough road
3. Size: Approximately 0.4 miles - $108,000
4. Benefits: Increased safety and capacity, reduced noise, improved aesthetic value

II. CRITERIA AND EVALUATION

A. Existing Comprehensive Plans: There are no existing comprehensive plans. For this reason we cannot answer the question of whether or not the project is consistent with comprehensive planning priorities. There is also no published priority system within Yamhill County or District III at this time.

B. General Soundness of Planning: The project conforms to sound principles of planning with the exception of the omission of sidewalks. With the low number of pedestrians currently using this street, sidewalks should be considered in the near future. The sidewalks' cost might well be reduced if its construction were concurrent with the street improvement. The traffic count of approximately 600 cars a day is relatively high for a minor rural street such as this. The street is well used now and is very narrow—18 feet of pavement without shoulders, and it is very rough. The improvement will definitely improve the safety of the facility and should decrease noise with its smoother riding surface. The railroad crossing will be signalized but not cross-armed. Cross-arms should not be necessary as a total of two trains a day use the crossing at slow speed.

C. Environmental Impact: There is no major adverse environmental impact.

III. CONCLUSIONS

The project is needed and should be approved for immediate construction. The construction of a sidewalk should also be encouraged.

jd

FEB 18 1972

City of SHERIDAN

'Tis A Privilege To Live In The Phil Sheridan Country

104 N.W. YAMHILL
SHERIDAN, OREGON 97378

February 16, 1972

Mid Willamette Valley COG
Room 19
Marion County Courthouse
Salem, Oregon 97301

Attention: James Hockins

Dear Jim:

Please be advised that the S. W. Mill Street project proposed in the City of Sheridan, as indicated in the attached A-95 application, has been approved by both the County of Yamhill Board of Commissioners, and the County-City relations engineer, Mr. H. S. Cox of the State Highway Dept.

Application on this project was prepared by both the Yamhill County Court and county engineer in conjunction with the State Highway Dept. and the City of Sheridan nearly 1½ years ago, and the complete project will be engineered by, and the bids called for by the Oregon State Highway Commission.

I hope this gives you sufficient information to proceed with this approval as quickly as possible.

Thank you.

Sincerely

R. D. Wells

R. D. Wells, City Administrator

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MAR 1 - 1972
FOR FILING

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EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

February 18, 1972

Mr. L. H. Young
Program and Planning Engineer
State Highway Building
Salem, Oregon 97310

Re: West City Limits-
Mason Street
PNRS #7201 2 190

YAMHILL Co.

Dear Mr. Young:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your notice of intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the federal agency.

Sincerely,

Cleighton Penwell

cc: February 23, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.D. Albright
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
F.T. Lacey
J.B. Boyd

RECEIVED
FEB 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

NOTED
E. S. HUNTER

NOTED
L. H. YOUNG

BEN GIFFORD
1/18

RECEIVED
FEB 22 1972
PROGRAM & PLANNING
DIVISION

RECEIVED
FEB 22 1972
FOR FILING

7920

2-17-72

PREFIX NO. 536-1427

LOCATION PROSPECTUS
WEST CITY LIMITS-MASON STREET (SHERIDAN) SECTION
FAS 907
YAMHILL COUNTY

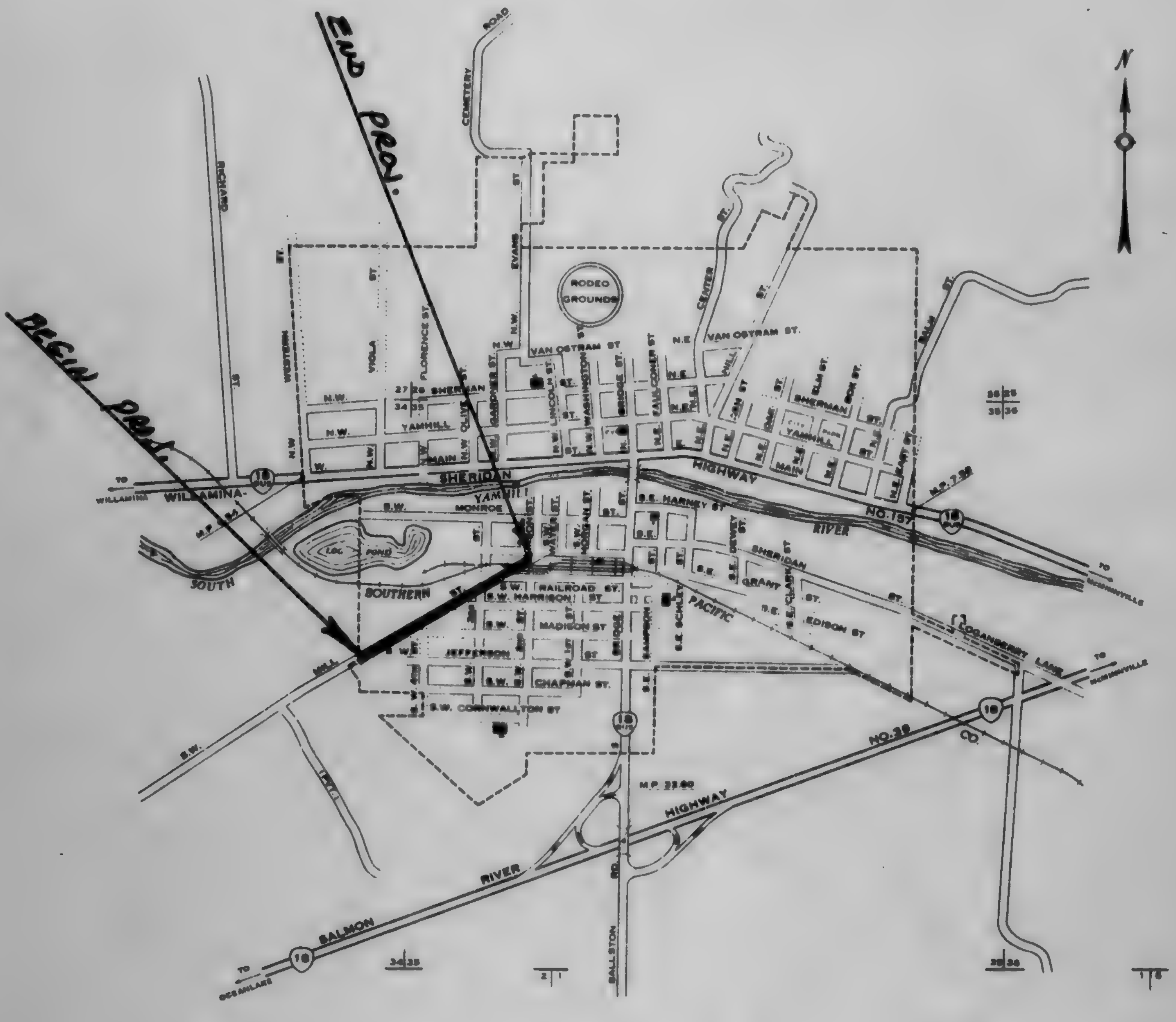
HIGHWAY:	Mill Street. Federal-aid Secondary No. 907.
TERMINI:	From west city limits to the intersection of Mill Street and Mason Street.
LENGTH:	0.41 mile.
PROGRAM:	1972 Special City Allotment and FAS project.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for street reconstruction to provide a 44-foot curbed street. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis will not be needed at this time.
TYPICAL SECTION:	44-foot curb-to-curb city street section.
BASE:	To be determined during the survey.
MATERIAL:	Commercial source.
AGREEMENTS:	Routine negotiations for Special City Allotment project.

February 17, 1972
Attachment

Federal Highway Administration (3)
F. B. Klaboe
R. L. Schroeder
F. L. Hall
F. D. Morgan
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
J. A. Rowland
W. H. Tebeau
F. W. Yarbrough (2)
J. B. Boyd (4)
E. S. Hunter
R. N. Bothman
W. J. Hart (3)
V. D. Wolfe
R. N. Chase
W. N. Hackleman
R. E. Olson
R. E. Royer
F. E. Terpin
Tom Edwards
A. E. Johnson
L. E. George
D. H. Moehring (3)
L. H. Young
H. S. Cox (2)
V. J. Johnson
R. W. Prentiss
C. G. Swenson
G. C. Wills

NOTED
R. L. SCHROEDER

RECEIVED
FEB 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER


BEGIN PROJ.
END PROJ.
N
RODEO GROUNDS
CEMETERY ROAD
EVANS ST.
N.W. VAN OSTRAM ST.
N.E. VAN OSTRAM ST.
CENTER ST.
RICHARD ST.
WESTERN
VIOLA ST.
FLORENCE ST.
N.W. SHERMAN
N.W. YAMHILL
N.W. MAIN
N.W. OLIVE ST.
N.W. LINCOLN ST.
N.W. WASHINGTON ST.
N.E. BRIDGE ST.
FAULCONER ST.
SHERMAN ST.
YAMHILL
MAIN
ELM ST.
SHERIDAN HIGHWAY NO. 157
WILLAMINA
TO WILLAMINA
M.P. 7.98
TO MCMINNVILLE
S.W. MONROE
YAMHILL RIVER
S.E. HARNEY ST.
LOG POND
SOUTHERN PACIFIC
S.W. RAILROAD ST.
S.W. HARRISON ST.
MADISON ST.
JEFFERSON
CHAPMAN ST.
S.W. CORNWALLTON ST.
S.E. SCHLEY ST.
S.E. GRANT ST.
S.E. EDISON ST.
LOGANBERRY LANE
TO MCMINNVILLE
S.W. MILL ST.
M.P. 23.80
SALMON RIVER HIGHWAY NO. 39
BALLSTON RD.
TO OCEANLAKE
18
34|35
2|1
35|36
1|6
27|26
34|35
26|25
35|36

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CY Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

PROSPECTUS MAP

SHERIDAN

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,763

Scale in Feet

Revised July 1966

51

Interim file

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574

W. J. KVARSTEN, *Director*

7920

February 1, 1972

George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

SUBJECT: A-95 Review - West City Limits-Mason Street, FAS-907, District 3

This letter acknowledges receipt on January 21, 1972 of your Notice of Intent to apply for Federal assistance.

The Council of Governments, acting as a regional clearinghouse, will distribute copies of your Notice of Intent to interested agencies for comment.

We will also be making a staff review of your project. We will forward our response, along with any comments made by the local agencies, within the 30-day period allowed us under Federal regulations. These comments should accompany your application to the funding agency.

If you have any questions about the procedure used in reviewing your Notice of Intent, please contact Jim Hockin at 581-1574.

Very truly yours,

W J Kvarsten

W. J. Kvarsten, Director

WJK:sl

cc: William C. Kramer, Manager, Federal Aid Coordination Unit, State of Oregon

RECEIVED
FEB 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-8-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

MEMBER AGENCIES:

STATE OF OREGON • MARION COUNTY • POLK COUNTY • YAMHILL COUNTY • CITY OF SALEM • CITY OF DALLAS
CITY OF WOODBURN • CITY OF SILVERTON • CITY OF McMINNVILLE • CITY OF INDEPENDENCE
SCHOOL DISTRICT 24J • MARION COUNTY FIRE DISTRICT NO. 1

1-27-72

7920

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Mill Street

Highway: City of Sheridan & F.A.S. 907

County: Yamhill

Prefix:

Res. Engr. K. D. Wolfe

Approx. Length 2100' ±

Sta. to Sta.

Date 1-27-72

Mean Truck A.D.T. 52

Traffic Coefficient 6.4

18 kip s. a. per day 7.0

Annual Precipitation 49"± (Willamina)

Frost Penetration - - - -

CBE Total Requirement 21.0"

(1)

Typical Soil

40	LL
16	PI
84	%P 10
73	%P 200
16	% Gravel
5	% C Sand
6	% F Sand
43	% Silt
30	% Clay
8	R Value
A-6	AASHO Classif.

Materials Source:

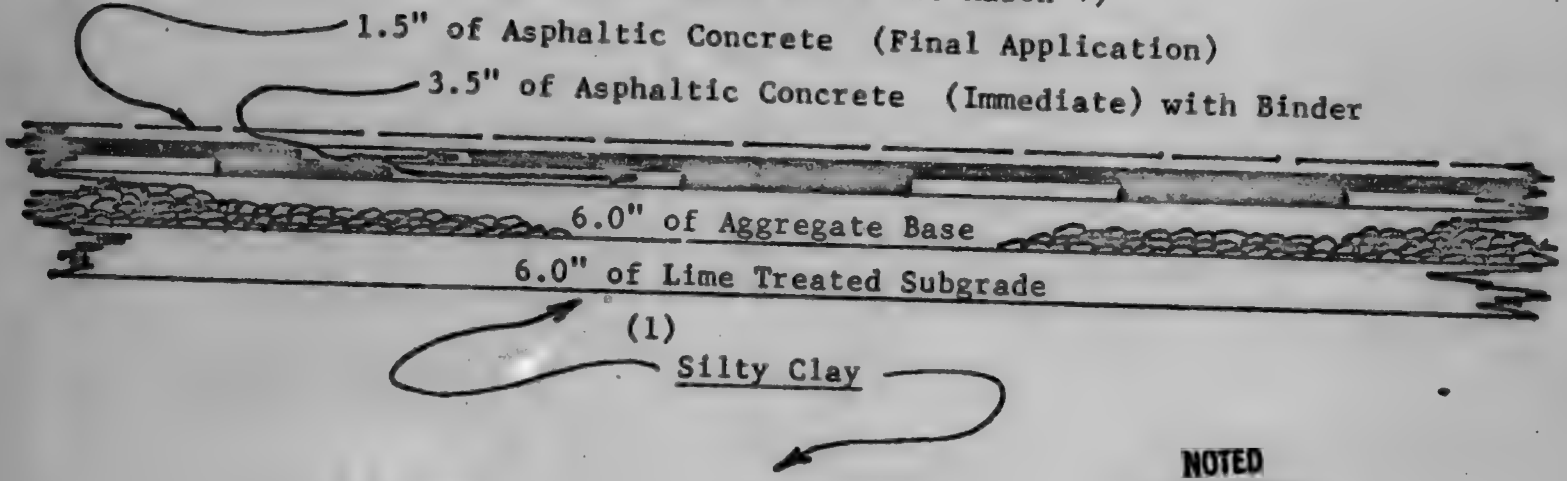
To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0"	1.5"	A.C. (F.A.)
7.0"	3.5"	A.C. (I.)
6.0"	6.0"	A.B.
5.0"	6.0"	L.T.S.
21.0"	17.0"	

STRUCTURAL SECTION

NEW WORK

(S. W. Jefferson St.-S. W. Mason +)


1.5" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate) with Binder
6.0" of Aggregate Base
6.0" of Lime Treated Subgrade
(1)
Silty Clay

NOTED
E. S. HUNTER

-over-

Submitted by C. J. Gregg
Base Design Engineer

Recommended by
Chief Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Mill Street

HIGHWAY: City of Sheridan

COUNTY: Yamhill

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: None made -- See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil, A.C., and P.C.C.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City and County prefer A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section and traffic does not warrant the use of C.R.P.C.C.

SECTION: Mill Street

HIGHWAY: City of Sheridan

COUNTY: Yamhill

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
4.8 - 6.0	2.0"	9.0"	---	6.0"	18.0"	17.0"
Cars Only	2.0"	4.0"	---	6.0"	13.0"	12.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	**Asphalt Concrete**	=	2.0 "	**Aggregate Base**
1.0"	**Plant Mix Bituminous Base**	=	1.8 "	**Aggregate Base**
1.0"	**Cement Treated Base**	=	1.8 "	**Aggregate Base**
1.0"	**Oil Mat**	=	1.1 "	**Aggregate Base**
1.0"	**Aggregate Subbase**	=	0.8 "	**Aggregate Base**
1.0"	**Lime Treated Subgrade**	=	0.8 "	**Aggregate Base**

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Mill Street

HIGHWAY: City of Sheridan

COUNTY: Yamhill

800 Present ADT (19 72)

5 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	30	1.6	48	39	450	17,550
3	10	1.6	16	13	1000	13,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- - -
6	0	---	--	--	2570	- - -
				52	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 30,550

TWENTY YEAR EWL 611,000

TRAFFIC COEFFICIENT 6.4

☑ UPE ☑ CE ☑ PE ☑ RPE ☐

MEMO TO FILES

January 27, 1972

Re: Footpaths and Bike Trails
SCA Projects
Haines, Heppner, John Day, Chiloquin, Island City,
Jefferson, Mt. Angel, North Powder, Sheridan,
Sherwood, and Veneta

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one per cent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one per cent equals $250 or less."

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
V. D. Wolfe
L. H. Young
W. H. Tebeau

RECEIVED
JAN 20 1972

7920

January 18, 1972

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 3 — West City Limits-Mason Street
FAS-907 (Mill Street)
Federal Aid Secondary — Yamhill County

The estimated date of filing for federal-aid funds on this project is June 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. N. Young
Programing Engineer

Attachment

BLG:je

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. D. Albright
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
F. T. Lacey
J. B. Boyd

7920

15

January 18, 1972

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

West City Limits-Mason Street
FAS-907
Yamhill County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic & Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

Attachments

BLG:js

cc: R. E. Simpson, FHWA
K. S. Hunter
R. N. Chase
B. L. Gifford

7920

January 18, 1972

Mid Willamette Council of Governments
Room 19 Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary	West City Limits-Mason Street FAS-907 Yamhill County

The estimated date of filing for federal-aid funds on this project is June 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. D. Albright
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
F. T. Lacey
J. B. Boyd

7420

p s

January 18, 1972

Dept. of Environmental Quality
P. O. Box 231
Portland, Oregon 97207

Attention: Harold H. Patterson, Air Quality Dir.

Dear Sir:

Attached for your review and comment as an interested State agency, please find a completed Notice of Intent (A-95) on the following project:

Federal-Aid Secondary	West City Limits-Mason Street FAS-907 Yamhill County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
W. D. Albright
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
F. T. Lacey
J. B. Boyd

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	(1-8) PNRS No.	(9) CARD TYPE	Page One

01	12) PROJECT TITLE (71 West City Limits-Mason Street, FAS-907, District 3			
02	12) APPLICANT (45 State Highway Division	46) DIVISION (79 Dept. of Transportation		
03	12) APPLICANT ADDRESS STREET (45 State Highway Building	46) CITY (60 Salem		76) ZIP 30 97310
04	12) CONTACT PERSON (45 L. H. Young	46) Area Code (48 503	49) Phone (55 378	56) Extension (59 6563
05	12) SUMMARY PROJECT DESCRIPTION (Attach supporting documents as necessary.) (71 Construct a curbed roadway 44 feet in width including railroad signals.			
06	12) (71 Approximately 0.4 miles.			
07	12) (71			
08	12) (71			
09	12) (71			
10	12) (71			
11	12) PROJECT LOCATION CITY (45 Sheridan	46) PROJECT LOCATION COUNTY (79 Yamhill		

	FEDERAL FUNDS		NON FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12) (A) Grant (19	20) (B) Loan (27	28) (C) State (35	36) (D) Local (43	44) (E) Funds (51	52) (F) Funds (60
	108,000		27,000			135,000

13	12) TYPE OF OTHER FEDERAL FUNDS (see 12B) (45	46) TYPE OF OTHER NON FEDERAL FUNDS (see 12E) (79
14	12) FEDERAL/STATE PROGRAM TITLE (71 Title 23 U.S.C. Highways	
15	12) FEDERAL/STATE AGENCY NAME (45 Dept. of Transportation	46) FEDERAL/STATE SUB-AGENCY (79 Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (x) the single most applicable box.)

State ☒ 12 Interstate ☐ 13 County ☐ 14 City ☐ 15 School District ☐ 16 Special Unit ☐ 17 Community Action ☐ 18 Sponsored Organization ☐ 19 Other ☐ 20

(B) TYPE OF ACTION: (Check (x) as many boxes as apply to this action.)

New Grant ☒ 21 Cont. Grant ☐ 22 Suppl't. Grant ☐ 23 Increase Duration ☐ 24 Decrease Duration ☐ 25 Cancellation ☐ 26 Increase Dollars ☐ 27 Decrease Dollars ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

State: Yes ☒ 29 No ☐ 30 Regional: Yes ☐ 31 No ☐ 32 Local: Yes ☐ 33 No ☐ 34

(D) Is Project Under A-95: Yes ☒ 35 No ☐ 36

(E) Environmental Impact: Yes ☐ 37 No ☒ 38

(F) Housing Relocation Required: Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE:

41) Month 42)	43) Day (44	45) Year (46
6	15	72

Section: West City Limits-Mason Street

Highway: FAS-907 (Mill Street)

County: Yamhill

District: 3

Project Description (cont.)

Grade, drain, base, curb and pave a roadway 44 feet in width. Paving to be AC. Roadway to have two 12-foot travel lanes and 10-foot parking lanes. Utilities are involved. Roadway must remain open. Traffic control signals are to be installed at the railroad crossing.

Explanations:

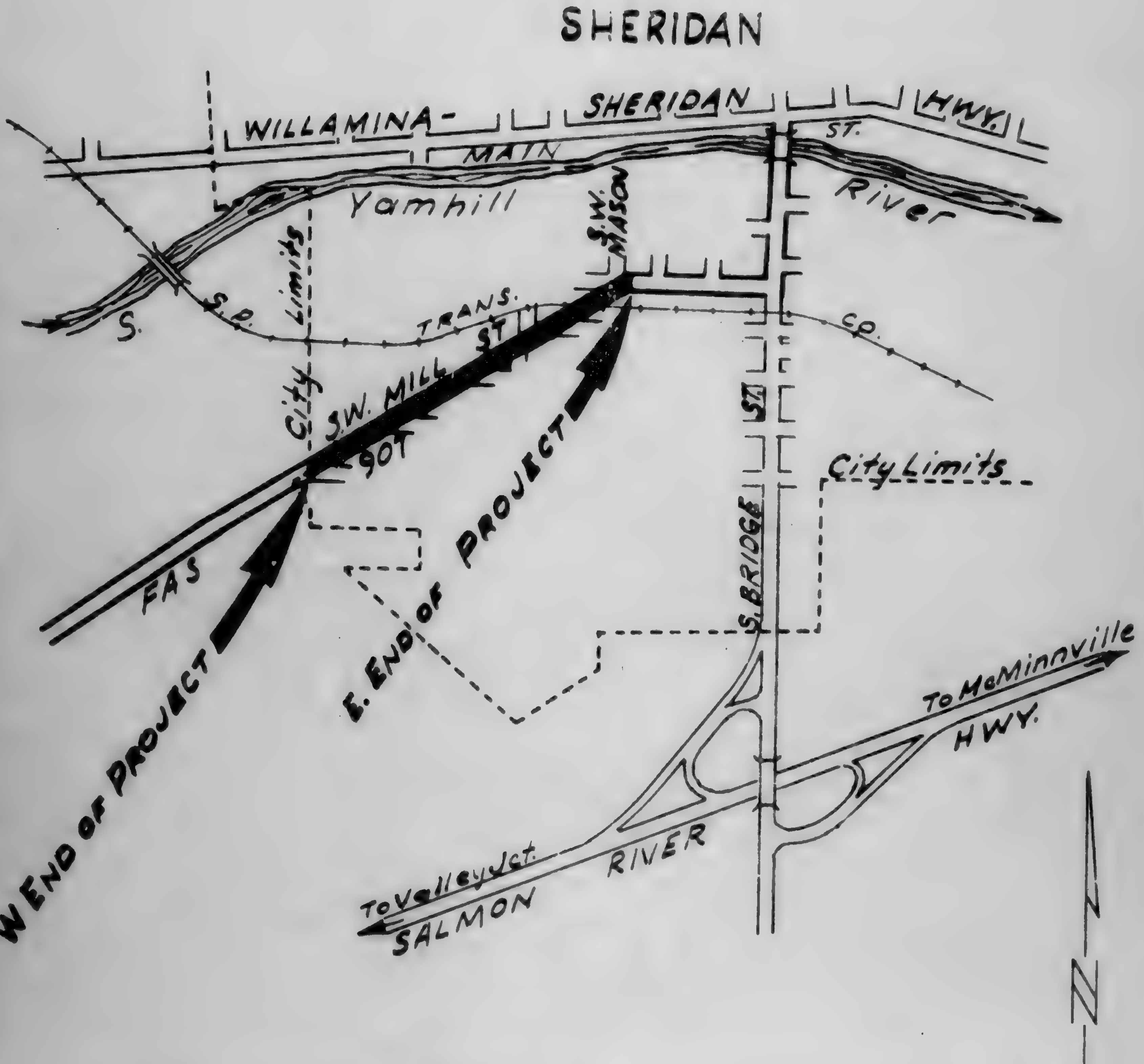
12C: HIGHWAY FUNDS

17C: Fiscal 72-73 County FAS Projects

17E: No explanation required.

17F: No explanation required.

II: District Clearing House Action: Notified 1/18/72 Exempt by Agreement Yes ☐ No ☒


SHERIDAN
WILLAMINA-SHERIDAN HWY.
MAIN ST.
Yamhill River
S.W. MASON
S.P. TRANS. CO.
City Limits
S.W. MILL ST
90'
FAS
W END OF PROJECT
E. END OF PROJECT
S. BRIDGE ST.
City Limits
To McMinnville
HWY.
SALMON RIVER
To Valley Jct.
N

W. CITY LIMITS - MASON ST. (SHERIDAN) SECT.

S.W. MILL ST.

Yamhill County

RECEIVED
[illegible] 1972
FOR FILING

7920

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 3, 1972

Oregon State Highway Commission

4d

Gentlemen:

The attached tabulations describe three proposed Federal Aid Secondary projects, one in each of Clackamas, Deschutes, and Yamhill Counties.

The request by Clackamas County is for a right-of-way project on the South Tigard Interchange-S.W. Boones Ferry Road Section (FAS 943). The FAS funds required for this project are estimated to be $175,000, of which $35,000 will be the cost to the State.

Deschutes County is requesting a street improvement project in the city of Redmond on the Canal Boulevard-South Railroad Boulevard Section on Antler Avenue (FAS 926). This project is to include grading, curbing, paving, a structure, and the signalization of a railroad crossing. The FAS funds required for this project are estimated to be $130,000, of which $26,000 will be the cost to the State.

The request by Yamhill County is for a street improvement project in the city of Sheridan on the West City Limits-Mason Street Section on Mill Street, FAS 907. Also included will be the signalization of a railroad crossing. The FAS funds required for this project are estimated to be $135,000, of which $27,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total FAS funds required for these projects is estimated to be $440,000 of which $88,000 will be the cost to the State.

These items will be on the agenda for the January 11 meeting, and I recommend your approval.

Very truly yours,

ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
State Highway Engineer

NOTED
FLOYD QUERY

cc: Floyd Query
George M. Baldwin
F. B. Klaboe
Gary L. Ross
Gary L. Sund
F. D. Morgan
C. T. Keasey
H. S. Cox
V. E. Skoog
L. H. Young

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
December 28, 1971

SUBJECT: Proposed FAS-C Projects

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached are twelve copies of the tabulations describing three FAS-C projects, one in each of Clackamas, Deschutes and Yamhill Counties.

Clackamas County is requesting a right-of-way project on the S. Tigard Interchange-S.W. Boones Ferry Road Section, FAS 943. This same section was approved by the Highway Commission as a construction project at the September 30, 1969 meeting.

The request by Deschutes County is for constructing the Canal Blvd.-S. Railroad Blvd. (Redmond) Section on Antler Avenue, FAS 926. Included will be signals for a railroad crossing and a structure.

Yamhill County is requesting a street improvement project on the West City Limits-Mason Street (Sheridan) Section of Mill Street, FAS 907. This project is also to include the signalization of a railroad crossing.

If satisfactory, would you please submit these projects to the Highway Commission for approval at the January 11, 1972 meeting. A draft of a suggested letter to the Highway Commission is attached.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt
Att.

[illegible]
F. B. KLABOE

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

~~PROPOSED FISCAL YEARS 1972 & 1973 COUNTY FAS PROJECTS~~

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
CLACKAMAS	943	S. Tigard Interchange-S.W. Boones Ferry Road Section. Right-of-way project.	$ 175,000	$ 35,000
DESCHUTES	926	Antler Avenue (Redmond), Canal Blvd-S. Railroad Blvd. Section. Construct a curbed roadway 44' in width including a structure and railroad signals.	130,000	26,000
YAMHILL	907	Mill Street, West City Limits-Mason Street (Sheridan) Section. Construct a curbed roadway 44' in width including railroad signals.	135,000	27,000
		TOTAL	$ 440,000	$ 88,000

Copy in minutes.

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,054,000	$5,090,000	$ 10,144,000
Approved Projects (corrected to date)	5,054,000	1,259,000	6,313,000
Unprogrammed Balance	-	3,831,000	3,831,000
Projects Proposed - 1/11/72	-	440,000	440,000
Unprogrammed Balance	-	$3,391,000	$ 3,391,000

~~72-a~~
~~12/17/71~~

YAMHILL COUNTY
Proposed Project (1970 Funds)

FAS 907: West City Limits-Mason Street (Sheridan) Section, Mill Street. Grade, drain, base, curb, pave, and railroad crossing signals, 0.4 mile. $135,000.

Grade, drain, base, curb and pave a roadway 44 feet in width. Paving to be AC. Roadway to have two 12-foot travel lanes and 10-foot parking lanes. Utilities are involved. Roadway must remain open. Traffic control signals are to be installed at the railroad crossing.

State to make survey, prepare plans, and make up options.

P.U.C. order is required. To be prepared by State for County.

Hearing is necessary.

NOTE: Sheridan's Special City Allotment funds are to be used to make up part of the County's share of the cost of construction.

☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ E ☐

December 8, 1971

Mr. Robert D. Wells
City Administrator
City Hall
Sheridan, Oregon 97378

Dear Mr. Wells:

On November 24, 1971, the State Highway Commission approved the City's request for a 1972 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted soon by our office with an application to the Highway Commission for the county to use to request an FAS project on Mill Street. Additional details regarding the project can be discussed at that time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

OHN:ljt
Att.

cc: J. B. Boyd

SCA

City of SHERIDAN

'Tis A Privilege To Live In The Phil Sheridan Country

104 N.W. YAMHILL
SHERIDAN, OREGON 97378

October 1, 1971

RECEIVED
COUNTY & CITY SECTION
OCT - 4 1971
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☑

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox
County & City Engineer

Dear Sir:

Please accept this letter as certification of the City of Sheridan's willingness and ability to proceed with the proposed Mill Street construction job as proposed according to your letter of September 2, 1971.

As outlined in your letter, and according to the discussion you and I had in your office, it would appear that the city's share of cost would be in the neighborhood of $2200.00, if the SCA grant of $25,000.00 were approved. The city could take care of this amount, which perhaps might be lowered if further consideration of railroad protection were given. As you and I discussed, it really would not seem necessary for railroad signals and gates to be installed at this crossing, as the visibility is very good in this instance. This would lower the cost roughly $25,000.00 on this project.

After our discussion in your office, I contacted Dick Light, the Yamhill Co. engineer concerning the FAS application submitted by him to see if the curbs were included in the application, and they were included; at least it was Dick's intention that they be included.

If there is any further information desired, please contact me, and I hope that approval is granted for this project.

Thank you.

Sincerely,

Robert D Wells

Robert D. Wells
City Administrator
City of Sheridan

short job for SCA

S.C.A. Investigation Data

City of Sheridan Date 9/27/71 Div. 2
Population: 1966 1300 1971 1881
Street Mill St. from Mason St West 430'

No. previous projects 3
Last project 1962 (year)
Total SCA funds $ 50,290
Funds/capita $ 26.74
Average/capita $ 33.31

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel ___ Concrete X
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: The PCC is 16' Wide, Somewhat Cracked but appears Strong. With gravel shoulders. Curbs east of tracks have tipped over especially on the South side. There are a couple of houses near the R/W line on the Sly side.

PROPOSED

Surfacing: A.C. X Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: 44 feet
BASE DESIGN: A.C. 3" & 4" inches, Leveling 2 inches, Base 8 inches
Lime T.S.G. 6 inches, Blanket — inches, P.M.B.B. — inches
Length: 0.08 mile, 430' feet. Type curb: "C" type Curb
Remarks: Const 10" full depth A.C. 10' wide on nly side, with a 4" overlay on the P.C.C. pav't 16' wide. On the southerly side the street is to have 6" Lime Tr. S.G. and 8" Agg Base, 2" Lev Cs, and a 3" A.C. pav't 18' wide

.20

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing Remove Old Curbs	all	all	L.S.	230
General excavation	c.y.	660	2^{50}	1650
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	170	4^{00}	680
Watering	M-gal.	10	4^{00}	40
Level material (3/4-0)	c.y.	72	5^{00}	360
Base material	c.y.	286	4^{50}	1287
Asphalt	ton	655	12^{00}	7860
Binder	all	all	L.S.	180
Concrete inlets G-1	each	4	180	720
~~Culvert~~ pipe - 12-inch Sew Pipe	lin. ft.	60	5^{00}	300
Concrete curbs "C" Type	c.y.	27	55^{00}	1485
15-inch Sew. Pipe	Lin. Ft.	90	6^{00}	540
24-inch Sew. Pipe	Lin. Ft	330	14^{00}	4620
Lime Treated Subgrade	Sq. Yd.	860	0^{50}	430
Lime in LTSG	Tons	10	32^{00}	320

*Items include 10% allowance
Adjust MH 1 @ 125^{00} = 125 →

	125
Total	$ 21,327
Perm. signing ($100/intersection)	
Flagging	100
Total	$ 21,427
Engineering & contingencies (20%)	4,285
Total	$ 25,712
City's estimated share of survey	44
TOTAL ESTIMATED COST	$ 25,756

1600 × $\frac{712}{25712}$ ~ 44

Say 26,000

September 2, 1971

Mr. Robert D. Wells
City Administrator
City Hall
Sheridan, Oregon 97378

Dear Mr. Wells:

A rough estimate of the cost of the Mill Street project from the west city limits to Mason Street is estimated to cost $136,000 for a paved 44' curbed street with railroad signals and gates on the main line.

The costs would be divided about as follows:

Railroad Protection	$25,000	
Less 10% of cost by railroad	2,500	$ 22,500
Street Construction		96,220
		118,720
Plus Additional Items (Flagging, State share)		400
		119,120
Engineering and Contingencies		16,081
		$135,201

or say $136,000

Between the public agencies the cost would be divided about as follows:

State 20% of $136,000		$ 27,200
City 20% of $136,000		
City of Sheridan	2,200 — cty	
Sheridan Special City Allotment grant	25,000 — SA	27,200
County Federal Aid 60%		81,600
TOTAL		$136,000

In order to initiate the Special City Allotment grant, it is planned to submit the street construction of Mill Street from Mason Street westerly 400 feet to the Highway Commission for consideration of construction (1972) S.C.A. (ORS 366.805).

Your proposed street project, based upon a reconnaissance investigation is roughly estimated to cost $25,000 for providing a paved 44' curbed street;of this the S.C.A. share would be up to a limit of $25,000, excepting about $1,500 for concrete curbs by the City.

Should the Highway Commission look with favor upon your project, would the City of Sheridan be willing and able to pay all street construction costs in excess of $25,000?

Early receipt of a letter stating the City's willingness and ability to participate would be appreciated.

In connection with the full Mill Street construction project the County and City can mutually agree to change the length of the section to be constructed before the full length project is set up. The computation of costs would be similar to the first example shown above, which was for about 2,140 feet of street.

If there are any questions, feel free to ask.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:lat

cc: Yamhill County
J. B. Boyd

Short job for SCA

S.C.A. Investigation Data

City of Sheridan Date 9/1/71 Div. II
Population: 1966 1300 1971 1881
Street Mill St from Mason St. west 400'

No. previous projects 3
Last project 1962 (year)
Total SCA funds $ 50,290
Funds/capita $ 26.74
Average/capita $ 33.31

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete__________
Surface width: ________ feet, Shoulder-shoulder width: __________ feet
C-C width: ____________ feet, R/W width: ____________________ feet
Remarks: The PCC is 16' wide, somewhat cracked but appears strong - with gravel shoulders. Curbs east of tracks have tipped over espec. on S. side, There are a couple of houses near R/W line on the Sly side

PROPOSED

Surfacing: A.C. _____ Oil _____ Other ____________________
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: ______ feet
BASE DESIGN: A.C. ______ inches, Leveling _____ inches, Base ______ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _______ mile, 400 feet. Type curb: ____________________
Remarks: Const. 10" full depth AC 10' wide Nly side. with a 4" overlay on PCC Pav't, 16' wide, and Right side (Sly side) is to have 6" Lime Treated SG with 8" Agg Base, 2" Lev. Co., and 3" AC Pav't - 18' wide.

.187

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 200
Clearing & grubbing Remove old Curbs 350	all	all	L.S.	230
General excavation	c.y.	617	2^{50}	1543
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	170	4^{00}	680
Watering	M-gal.	9	4^{00}	36
Level material (3/4-0)	c.y.	67	5^{00}	335
Base material	c.y.	267	4^{50}	1202
Asphalt	ton	611	12^{00}	7332
Binder	all	all	L.S.	168
Concrete inlets G-1	each	4	180	720
[redacted]t pipe 12" Sew. Pipe	lin. ft.	60	5^{00}	300
Concrete curbs	c.y.	25	55^{00}	1376
15-inch Sew. Pipe	Lin. Ft	60	6^{00}	360
24-inch Sew Pipe	Lin. Ft.	330	14^{00}	4620
Lime Treated Subgrade	Sq Yd	838	0.5^{0}	419
Lime in LTB	Tons	10	32^{00}	320

*Items include 10% allowance

Adj. Manhole 1 @ 125 = $125

R.R. Signals $25,000
less 10% 2500
22,500

Total $ 19,840
Perm. signing ($100/intersection) ____
Flagging 80
Total $ 19,920
Engineering & contingencies (20%) 3984
Total $ 23,904
City's estimated share of survey ____
TOTAL ESTIMATED COST $ ____

Say 25,000

Trench Exc

9/1/71

12" $\frac{3225' \times 2.5 \times 3.0 \times 1.1}{27} = 985$ C.Y. 0.3054 cy/ft Sheridan Mill St

15" $\frac{295 \times 2.75 \times 3.25 \times 1.1}{27} = 107$ C.Y. 0.363 cy/ft

24" $\frac{330 \times 4.0 \times 3.8 \times 1.1}{27} = \frac{204 \text{ C.Y.}}{1296 \text{ C.Y.}}$ 0,393 cy/ft

11 Inlets G-1

Unit No. 1

12" Pipe	60'	18 C.Y.
15" "	60'	22 C.Y.
24" "	330'	130 C.Y.
		170 C.Y.

City: Sheridan

County: Yamhill

Region: 2

Populatio : 1966 1800

1971 1881

8-71

Previous Projects: 3

Previous Amount: $ 50,290

Last Project: 1962

Proposed Project-1972: Grade, base, and pave Mill Street from Mason Street west 400'. To provide a 44' curbed street.

Length of Project: 0.08 mile. **Base design:** 8" course crushed, 2" level course. 6" lime treated subgrade and 3" A.C. pavement.

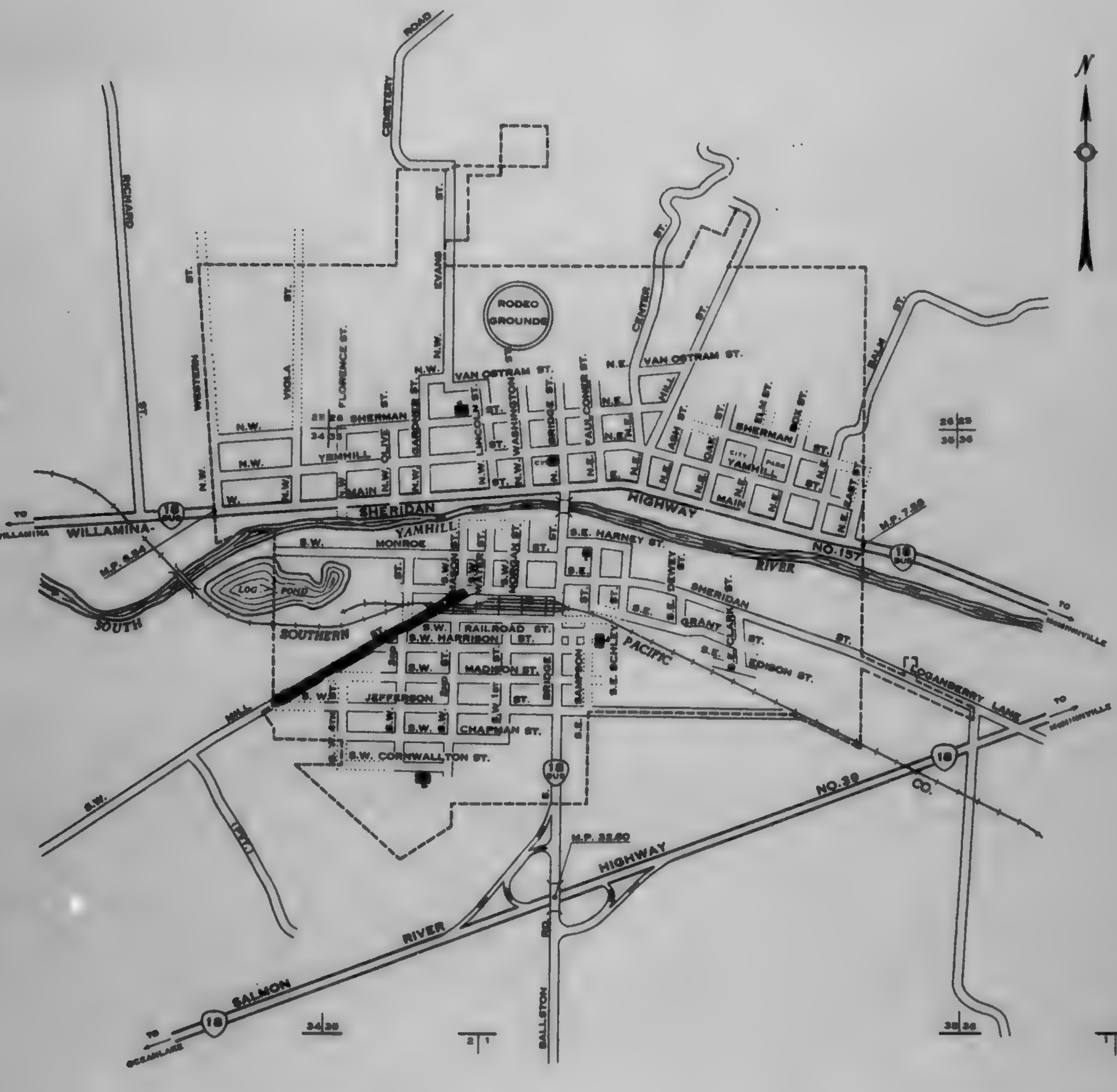
	S.C.A.	City	Total
Estimated Cost:	$24,000	$2,000	$26,000

Remarks: The existing 16' P.C. pavement needs 10' of widening on the northerly side and 18' on the southerly side and an A.C. pavement across the full 44' width. There is considerable heavy traffic over this street.

Cost from W. City limits to Mason St. with RR. Protection (est.) $136,000

See letter 9/2/71.

Recommendation: Approval recommended.



N
CEMETERY ROAD
RICHARD
RODEO GROUNDS
EVANS ST.
N.W. WESTERN ST.
N.W. VIOLA ST.
FLORENCE ST.
VAN OSTRAM ST.
N.E. VAN OSTRAM ST.
CENTER ST.
MILL ST.
ELM ST.
N.W. SHERMAN
SHERMAN
N.W. YAMHILL
YAMHILL
MAIN
N.W. OLIVE ST.
N.W. GARDNER ST.
N.W. LINCOLN ST.
N.W. WASHINGTON
BRIDGE ST.
TAYLOR ST.
ASH ST.
OAK ST.
PARK
CITY
BOX ST.
EAST ST.
SHERIDAN HIGHWAY NO. 157
WILLAMINA
TO WILLAMINA
TO McMINNVILLE
M.P. 6.34
M.P. 7.88
18 BUS
YAMHILL RIVER
SOUTH
LOG POND
S.W. MONROE
S.E. HARNEY ST.
S.E. DEWEY ST.
S.E. SHERIDAN ST.
S.E. GRANT ST.
S.E. CLARK ST.
EDISON ST.
LOGANBERRY LANE
SOUTHERN PACIFIC CO.
RAILROAD ST.
S.W. HARRISON
MADISON ST.
JEFFERSON
CHAPMAN ST.
S.W. CORNWALLTON ST.
SAMPSON ST.
S.E. SCHLEY ST.
S.W. MILL ST.
M.P. 23.60
BALLSTON RD.
SALMON RIVER HIGHWAY NO. 39
18
TO OCEANLAKE
26 25
35 36
34 35
2 1
1 6

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

SHERIDAN

YAMHILL COUNTY, OREGON

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

Population 1,763

Scale in Feet

Revised July 1966

SCA

PROJECT DATA, CITY OF SHERIDAN Date June 28, 1971

To be financed by Special City Allotment Fund and necessary city funds.

Street name S. W. Mill Street
(Locate project on attached map.)

Project length 2140'

DESIRED STREET SECTION:

Standard roadway; width of travel way: ____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 44 feet

Remarks 4" Blacktop overlay over PCC existing

Surface now in place: Oil ____ Paving PCC Gravel ____

Present surface width: 16 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: Railroad St.--30' RW Harrison St.--60' RW

Are intersecting streets curbed? Yes ____ No X

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes X No ____

Explain: Prefer curb & gutter type curbs

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JUN 30 1971
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☐ UPE ☑ CE ☑ RE ☐ RPE ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No X

Present sidewalks, Length: _______feet; Width:_______feet

Distance between present sidewalks: _______feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _______feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

______feet N.___ S.___ E.___ W.___

______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: ______feet

Remarks____

____

STORM SEWERS -

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _______feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes X No___

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes X No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: 5 feet

Remarks____

____

____

SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? 3 feet

Remarks ____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ____ No X

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? ____

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes X No ____ (If yes, please include copy of ordinance.)

Remarks ____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ____

Electric poles? Yes X No ____

Which company? Portland General Electric
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No X Buried cable

Which company? United Utilities of the Northwest

Railroad tracks? Yes X No ____

Which company? Southern Pacific Co.

Is crossing presently protected by automatic railroad signals?

Yes ____ No X

Remarks ____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks ______

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date ______

Has city established grade on street? Yes X No ___ Follow existing PCC Paved street.
(If yes, please include copy of data.)

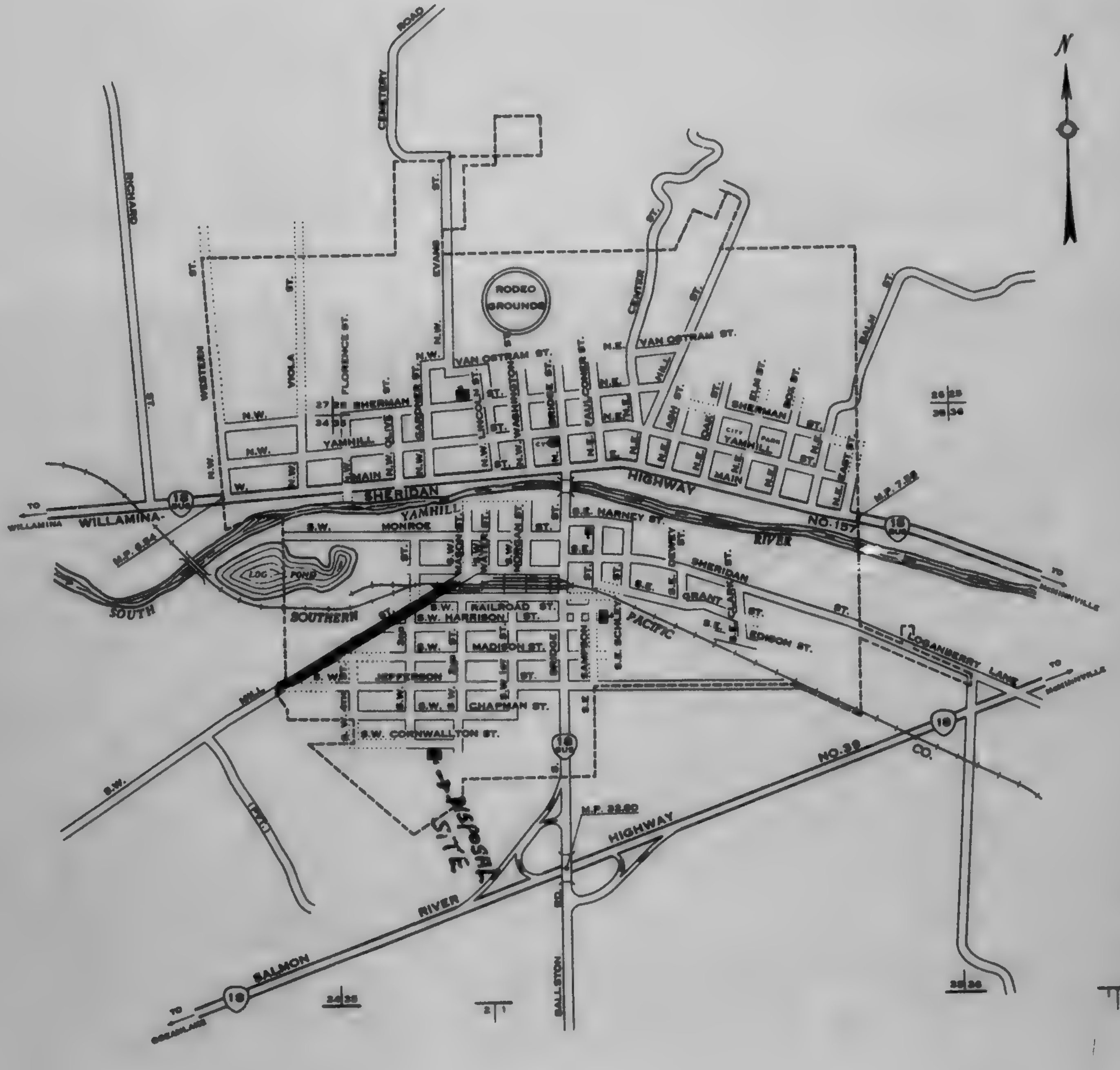
Please indicate site for disposal of excess excavated material: Approximately 5 blocks from K[illegible]l Street behind the Chapman Grade School

General remarks: ______

By M Jordan
Mayor

By Robert D Wells
City Recorder or City Manager

By ______
City Engineer


N
ROAD
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CENTER ST.
HILL
BALM ST.
27 26 SHERMAN
34 35
26 25
35 34
N.W. YAMHILL
OLIVE
GARDNER ST.
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WASHINGTON
BRIDGE ST.
FAULCONER ST.
ASH ST.
OAK
ELM ST.
BOX ST.
SHERMAN ST.
CITY PARK
YAMHILL ST.
N.E. EAST ST.
MAIN
N.E. MAIN
SHERIDAN HIGHWAY NO. 157
WILLAMINA-
TO WILLAMINA
M.P. 6.94
M.P. 7.92
TO McMINNVILLE
YAMHILL RIVER
SOUTH
LOG POND
S.W. MONROE
S.E. HARNEY ST.
MASON ST.
WARNER ST.
MORGAN ST.
DEWEY ST.
SHERIDAN ST.
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S.W. MADISON ST.
S.W. JEFFERSON
S.W. CHAPMAN ST.
S.W. CORNWALLTON ST.
BRIDGE
SAMPSON
S.E. SCHLEY
MILL
S.W.
18 BUS
18
M.P. 22.80
SALMON RIVER HIGHWAY NO. 39
BALLSTON RD.
TO OCEANLAKE
TO McMINNVILLE
24 25
2 1
35 36
1 6
DISPOSAL SITE

SHERIDAN

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,763

Scale in Feet

Revised July 1966

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library

Street open for travel.
Street dedicated but not open.
City Limits.

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JUN 11 1971
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COUNTY ROAD FAS-C PROJECT REQUEST

6-11-71

Name of County Yamhill FAS No. 907 Date March 17, 1971

County Road Name Mill Creek Rd. Market Rd. No. 13

Section Name Mill St. City Limits to S.P.R.R. Length 1850'

Type of Project Street Widening and surfacing

Location of Project (Attach sketch map)

ADT 720 Road Class (Highway Standard)

Is this request for county bridge design only? Yes ____ No x

or for County FAS bridge design? Yes ____ No x

M.M. O.B. J.H.

44'

I. ROAD PROJECT DATA

1. Traveled Surface: Type A.C. Width ~~40~~ curbs

2. Shoulders: Type ____ Width ____
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage: Easement for storm drains will be provided by City
By County ____ County Date of Completion ____ By Contract x

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract x
Has base design been given to County? Yes ____ No x
Will it be furnished? Yes ____ No x

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract x

6. Binder Course:
By County ____ County Date of Completion ____ By Contract x

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract x

8. Clearing:
By County ____ County Date of Completion ____ By Contract x

9. Curbs:
Curbs Required? Yes x No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) Curb and Gutter
Width between Curbs 40'

10. Are A.C. footpaths behind curbs desired? Yes ____ No x

11. Are there any structures to be replaced or altered? Yes ____ No x

12. Will replacement be by: County ____ Contract ____
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

69-a, FAS-C

13. Will County adjust structure to new grade? Yes ____ No ____

14. Will County adjust structure to additional width? Yes ____ No ____

15. Will adjusted width be standard? Yes ____ No ____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No x

17. Does County wish sight posts installed? Yes ____ No x

18. Does County wish guard rail installed? Yes ____ No x

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No x

20. Will traffic signals be required? Yes ____ No x
If yes, give location and type: ____

21. Is project contingent upon other factors? Yes x No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: City of Sheridan is submitting application for fund for city under ORS 366.800 and 366.805 which we wish to use as matching funds for this project

Remarks re Section I: ____

II. BRIDGE PROJECT DATA

1. Name of river or stream ____

2. Name of bridge ____

3. Location (please attach map with location marked): ____
Section ____ Township ____ Range ____ W.M.

4. Desired width of bridge ____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes ____ No ____ Width ____
Upstream ____ Downstream ____

6. Does County wish a particular type of bridge design? Yes _____ No _____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. _____

7. Will County furnish any materials for bridge? Yes _____ No _____
Explain _____

8. Foundation Testing: By County? Yes _____ No _____
By State? Yes _____ No _____

9. Can road be closed during construction? Yes _____ No _____

10. Detour:
Required? Yes _____ No _____
By County? Yes _____ No _____
By Contractor? Yes _____ No _____

11. Approaches or Connections: By County? Yes _____ No _____
By Contractor? Yes _____ No _____
Traveled surface: Type _____ Width _____
Shoulders: Type _____ Width _____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes _____ No _____
Right side only? Yes _____ No _____
Both sides? Yes _____ No _____
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure:
Remain in place? Yes _____ No _____
Use for detour? Yes _____ No _____
Removed by County? Yes _____ No _____
Removed by Contractor? Yes _____ No _____
Salvaged by Contractor for County? Yes _____ No _____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes _____ No _____
By Contractor? Yes _____ No _____

15. Will any of the following utilities be attached to this structure?
   a. Water mains: Yes ____ No ____ Size ________
      Company ____________________
   b. Sanitary sewer mains: Yes ____ No ____ Size ________
      Company ____________________
   c. Storm sewer: Yes ____ No ____ Size ________
      Company ____________________
   d. Gas mains : Yes ____ No ____ Size ________
      Company ____________________
   e. Power lines: Yes ____ No ____
      Company ____________________
   f. Telephone lines: Yes ____ No ____
      Company ____________________
   g. Other Utilities: ____________________

16. Does County wish provisions made for future utility attachment to structure? Yes ____ No ____

17. Does County wish lightpost bases & conduit installed?
Yes ____ No ____

18. Does County wish complete job of illumination in project?
Yes ____ No ____

19. Is project contingent upon other factors? Yes ____ No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: ____________________

Remarks re Section II: ____________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes x No ____
   By County? Yes ____ No ____
   (NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes ____ No ____

3. Construction plans and specifications to be prepared:
   By State? Yes x No ____
   By County? Yes ____ No x

Remarks re Section III: County desires center line to be permanently monumented as part of project. County does not desire right-of-way to be permanently monumented as part of project.

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum ______

2. Is any additional right-of-way needed? Yes ______ No x

3. Will right-of-way be acquired by: Resolution ______ or Deed x

4. Should State prepare options? Yes ______ No x

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ______ No x

6. Should material source site be included in right-of-way descriptions? Yes ______ No x

7. Is there any merchantable timber on right of way? Yes ______ No x

8. Will timber be reserved for owner? Yes ______ No ______

9. Will timber become property of contractor? Yes ______ No ______

10. Is a hearing necessary? Yes ______ No x
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ______ No x
If yes, give type and name of utility company: ______

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No ______
If yes, give type and name of utility company: City of Sheridan water & Sewer, Northwest Natural Gas, United Utilities Northwest (telephone) Portland General Electric

13. Are utilities on existing right-of-way by permit ______ or by franchise x
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities: Yes ______ No x
If yes, give name of irrigation company or district ______ and dates between which water can be turned off: From ______ To ______

15. Are there any railroad crossings? Yes x No ______

16. Name of Railroad Southern Pacific Railroad Company

17. Number of tracks: Mainline 1 Siding ______ Total ______

18. Sight Distance: ______________ (Left) ______________ (Right)

19. Number of Trains: Passenger ________ Speed ____________
Freight ________ Speed ____________

20. Angle of Intersection: ______________________________

21. Type of Existing Crossing: Grade __x__
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs ____ Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: ______________________________
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No __x__

25. Will railroad crossing be altered? Yes __x__ No ____
If yes, specify: It will be necessary to widen crossing

26. Traffic Control Signing:
To be part of project? Yes ____ No __x__
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No __x__
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes ____ No ____

29. Will P.U.C. application be made by State ____, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No __x__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV ______________________________
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry ______ Cinders ______
2. Owner: County ____ State ____ Private ____ Other ____
3. Location: ______ Section ____ Township ______ Range ______ W.M.
4. If County lease, what are royalty payments? ______
5. Materials furnished by County: Borrow ____ Select Topping ____ Base Course ____ Level Course ____ Mineral Aggregates ____

Location ______

Miscellaneous Items: ______

Remarks re Section V (See Enclosed Letter)

VI. FINANCIAL DATA

1. Estimated Cost: $ ______
2. Available FAS Funds: $ ______
3. Date match money is available: ______
4. Will there be any 100% County money? Yes ____ No x
5. Maximum amount of 100% County money available: $ ______
6. Date County requests letting: June 1972, subject available matching fund

Remarks re Section VI that City of Sheirdan has applied for and ORS 366.800 and 366.805

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is not complete without an attached exhibit showing location of project.

By Morris Myers
County Judge or Comm. Chairman

By
County Commissioner

By Jas Howard
County Commissioner

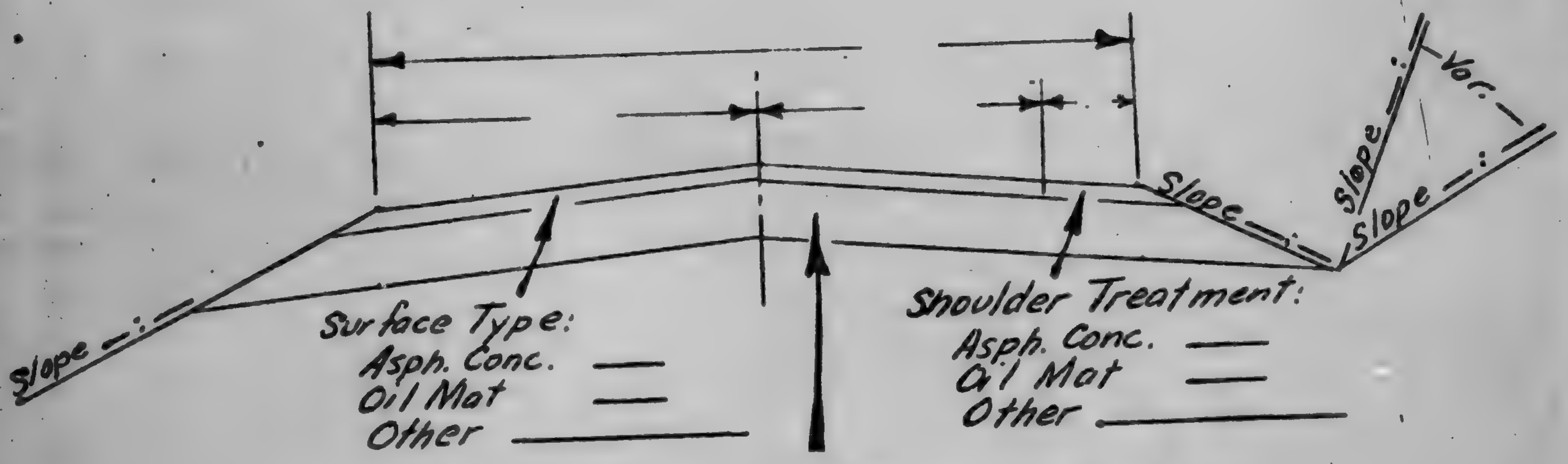
By Richard P. Lucht
County Engineer or Roadmaster

County ______
Date ______

______
O.S.H.D. Field Engineer

Date ______

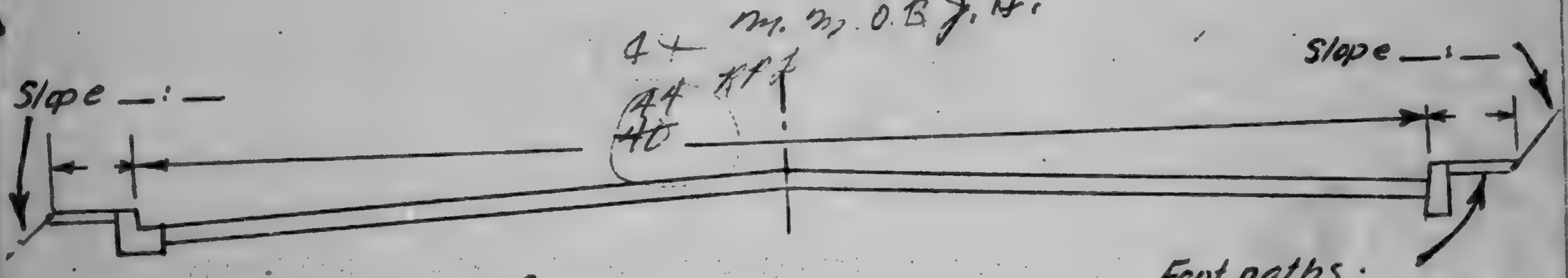
TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



M.M. O.B. J.H.
44 KFL
~~40~~

Foot paths:
Asph. Conc. none
Gravel ___

No. of Lanes 2
Lane Width 12
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs 44 ~~40~~ KFL M.M. O.B. J.H.

Curbs
Type "C" ___
Curb & Gutter ✓
Other ___

CITY: COUNTY: ~~Yamhill~~

Sheridan Mill Street from W City Limits to Mason St

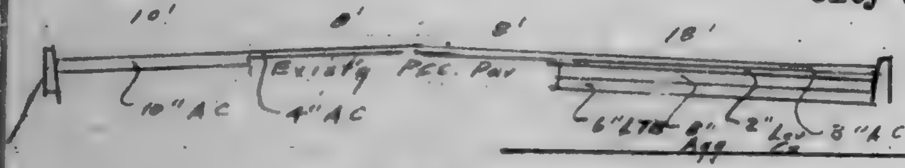
ESTIMATE

Item	Unit	Gross*	Price 6/9/71 ~~Est~~	Amount
~~Clearing~~ Remove 350' Conc Curb	All	All	L.S.	$ 230.00
General Excavation	c.y.	3300	2.50	
Drainage Excavation	c.y.	1048	4.00	
Culvert Pipe 12" Sew.	lin. ft.	1935	5.00	
Base Material (1-1/2-0)	c.y.	1430	4.50	
Level Material (3/4-0)	c.y.	356	5.00	
Asphalt Class B	ton	3270	12.00	
Inlets Type G-1	ea.	12	180.00	
~~Manholes~~ Adust Manhole	ea.	1	125.00	
Concrete Curbs Type "C"	c.y.	134	55.00	
15-inch Sew ~~Concrete Walks and Drives~~ Pipe	Lin Ft ~~sq. yd.~~	485	6.00	
Watering	M/gal.	49	4.00	
18-inch Sew ~~Extra for Approaches~~ Pipe	Lin Ft ~~ea.~~	690	10.50	
6" LTB ~~Adjust. Inlets and M.H.'s~~	~~ea.~~ Sq Yd	4480	0.50	
~~Other~~ Lime in LTB	Tons	51	32.00	

* Items include 10% allowance.

Total	$
Engineering & Contingencies (20%)	
TOTAL	$
City's Estimated Share of Survey	
TOTAL ESTIMATED COST	$

2140' long



CITY: COUNTY:

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$
General Excavation	c.y.			
Drainage Excavation	c.y.			
Culvert Pipe	lin. ft.			
Base Material (1-1/2-0)	c.y.			
Level Material (3/4-0)	c.y.			
Asphalt Class B	ton			
Inlets Type	ea.			
Manholes	ea.			
Concrete Curbs Type	c.y.			
Concrete Walks and Drives	sq. yd.			
Watering	M/gal.			
Extra for Approaches	ea.			
Adjust. Inlets and M.H.'s	ea.			
Other				

* Items include 10% allowance.

Total	$
Engineering & Contingencies (20%)	
TOTAL	$
City's Estimated Share of Survey	
TOTAL ESTIMATED COST	$

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☑ UPE ☑ CE ☑ RE ☐ RPE ☐

S.C.A. Investigation Data

City of *Sheridan* Date *6/8/71* Div.___ No. previous projects ___
Population: 19__ ______ 19__ ______ Last project ______ (year)
Street *Mill St. from W. City limits to Mason St.* Total SCA funds $______
Funds/capita $______
Average/capita $______

EXISTING

Surface now in place: A.C. ___ Oil___ Gravel___ Concrete______
Surface width: ______ feet, Shoulder-shoulder width: ______ feet
C-C width: ______ feet, R/W width: ______ feet
Remarks: *16' PCC pav't*

PROPOSED

Surfacing: A.C. ____ Oil ____ Other______
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: ~~44~~ feet
BASE DESIGN: A.C. ____ inches, Leveling *2* inches, Base ____ inches
Lime T.S.G. __ inches, Blanket __ inches, P.M.B.B. __ inches
Length: *0.41* mile, *2140* feet. Type curb: ______
Remarks: *10" full depth AC 10' N. Side, 4" AC overlay 16' on PCC Pav't, & [6" LTB, 8" Cr Rk Base, 2" Lev. Cs, 3" AC on S. 18' width]*

ESTIMATE Item	Unit	Gross*	Price	Amount	
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ *1000*	*1000*
C~~learing & grubbing~~ *Removal 350' Curb*	all	all	*1^{00}* L.S.	*350*	*230*
General excavation	c.y.	*3300*	*2^{50} 2^{00}*	*6600*	*8250*
Finishing roadbed & slopes ($1,500)	mile				
Trench excavation	c.y.	*1048*	*4^{00} 4^{50}*	*4716*	*4192*
Watering	M-gal.	*49*	*4^{00} 5^{00}*	*245*	*196*
Level material (3/4-0)	c.y.	*358*	*5^{00} 4^{25}*	*1522*	*1790*
Base material	c.y.	*1430*	*4^{50} 4^{00}*	*5720*	*6435*
Asphalt	ton	*3270*	*12^{00} 10^{00}*	*32,700*	*39,240*
Binder	all	all	L.S.	*900*	*900*
Concrete inlets *6-1*	each	*12*	*180^{00} 175^{00}*	*2100*	*2160*
Culvert pipe *12" Sew. Pipe*	lin. ft.	*1935*	*5^{00} 5^{00}*	*9675*	*9675*
Concrete curbs	c.y.	*134*	*55^{00} 70^{00}*	*9380*	*7370*
Sew. Pipe 15-inch 18-inch	*Lin. Ft.*	*485 690*	*6^{00} 6^{50} 10^{50} 9^{00}*	*3153 6210*	*2910 7245*
Lime Treated Base 6"	*Sq Yd*	*4480*	*0^{50} 0.40*	*1792*	*2240*
Lime in LTB	*Ton*	*51*	*32^{00} 40^{00}*	*2040*	*1632*
Adj Manhole	*each*	*1*	*125 100^{00}*	*100*	*125*

8 Dwys "A" Type 90 yds @ 7.00 = 630.00 *630*
RR Prot *22,500* *22500*

*Items include 10% allowance Total $ *111,333* *118,720*

RR Signals 25,000
10% -2500 RR Cost
22,500

Perm. signing ($100/intersection) ______
Flagging *400* *400*
Total $ *111,733* *119,120*
Engineering & contingencies ~~(20%)~~ *15½%* *15,084* ~~*15,744*~~
Total $ *126,817* *135,201*
City's estimated share of survey ______
TOTAL ESTIMATED COST $______

Say 136,000

Trench Exc 12" - $\frac{3.0 \times 2.5 \times 1.1 \times 1935}{27}$ = 591 C.Y.

15" - $\frac{3.25 \times 2.5 \times 1.1 \times 485}{27}$ = 162 C.Y.

18" $\frac{3.5 \times 3.0 \times 1.1 \times 690}{27}$ = 295 CY 1048 C.Y.

Driveways 12' + 12' + 12' + 12' + 12' + 12' + 12' + 80'
162 × 5' = 810 □' = 90 □ yds

S.C.A. Investigation Data

City of Sheridan Date 6/8/71 Div. 2
Population: 19__ ______ 19__ ______
Street Mill St from W. City Limits to Mason Street

No. previous projects ____
Last project ______ (year)
Total SCA funds $________
Funds/capita $________
Average/capita $________

EXISTING

Surface now in place: A.C. ___ Oil___ Gravel___ Concrete_______
Surface width: ________ feet, Shoulder-shoulder width: ________ feet
C-C width: ________ feet, R/W width: ________ feet
Remarks: The existing PCC Pavement 16' wide is somewhat Cracked but appears Strong. Gravel Shoulders. Misshapen curbs east of tracks 37'-c-c. There are a couple of houses close to R/W line.

PROPOSED

Surfacing: A.C. _____ Oil _____ Other__________
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: 44 feet
BASE DESIGN: A.C. 3" inches, Leveling 2" inches, Base 8" inches
Lime T.S.G. 6" inches, Blanket __ inches, P.M.B.B. __ inches
Length: ______ mile, ______ feet. Type curb: ________
Remarks: 10' on Lt. Side 10" AC., 4-inch overlay on PCC Pav't 16' wide, & Right side is to have 6" LTSG, 8" Agg Base, 2" Agg. Lev. Cs & 3" Ac Pav't.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1000
Clearing & grubbing (includes Removal of Curbs)	all	all	L.S.	500
General excavation	c.y.	3300	2^{00}	6600
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	1423	4^{50}	6404
Watering	M-gal.	49	5^{00}	245
Level material (3/4-0)	c.y.	358	4^{25}	1521
Base material	c.y.	1430	4^{00}	5720
Asphalt	ton	3270	10^{00}	32700
Binder	all	all	L.S.	900
Concrete inlets	each	17	175^{00}	2975
Culvert pipe 12" Storm Sew.	lin. ft.	3165	5^{00}	15,825
Concrete curbs	c.y.	134	70	9380
15" Sew Pipe	Lin. Ft.	485	6^{50}	3153
18" Sew Pipe	Lin Ft	690	9^{00}	6210
Adj. Manhole	each	1	100^{00}	100
6" Lime Treated Base	Sq Yd.	4480	0.40	1792
Lime in LTB.	Tons	51	40^{00}	2040

*Items include 10% allowance

Total $ 97,065

34,567
6,913
41,480

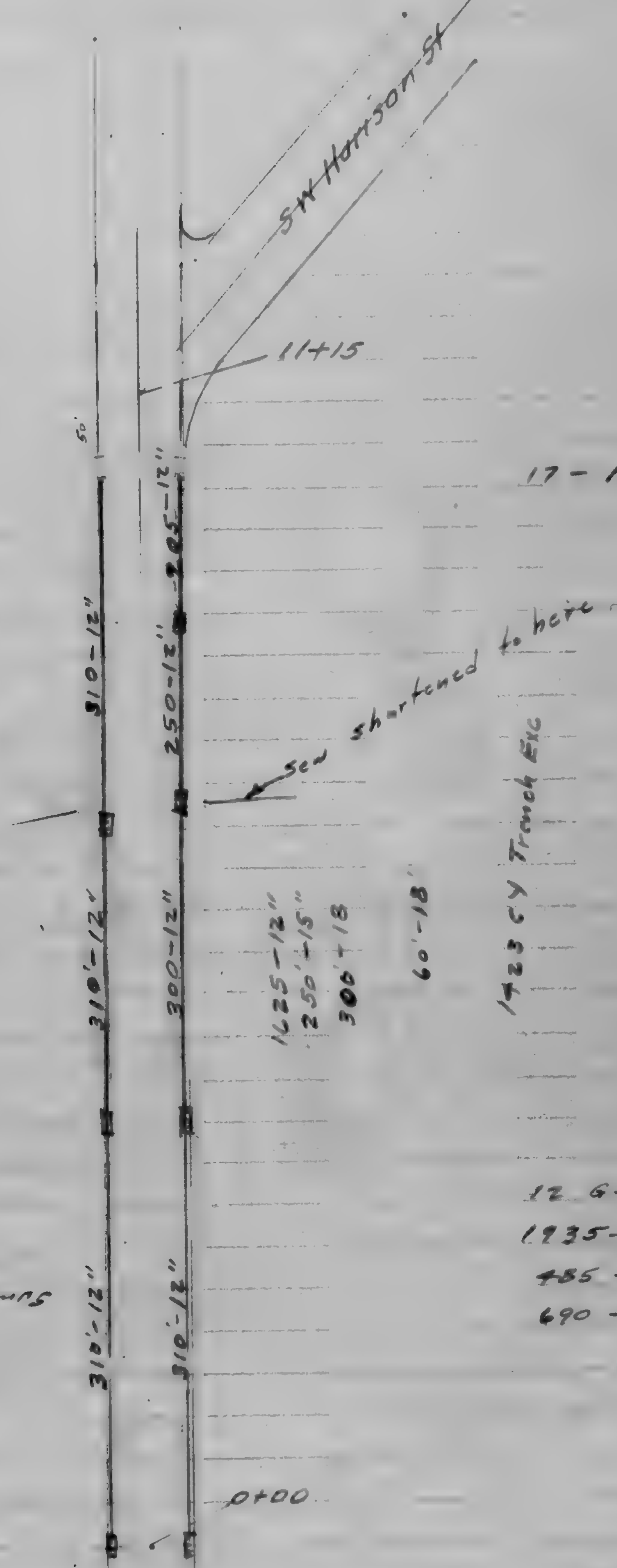
Perm. signing ($100/intersection) ______
Flagging 400
Total $ 97465
Engineering & contingencies (20%) 19493
Total $ 116,958
City's estimated share of survey 3931
TOTAL ESTIMATED COST $ 120,889

$5000 \times \frac{91,958}{116,958} = 3931$

There is a later Est.

2105

1540-12"
235-15"
330-18"


SW Harrison St
11+15
50'
285-12"
250-12"
310-12"
300-12"
310'-12"
310'-12"
310'-12"
Sew shortened to here
Summit of part
0+00

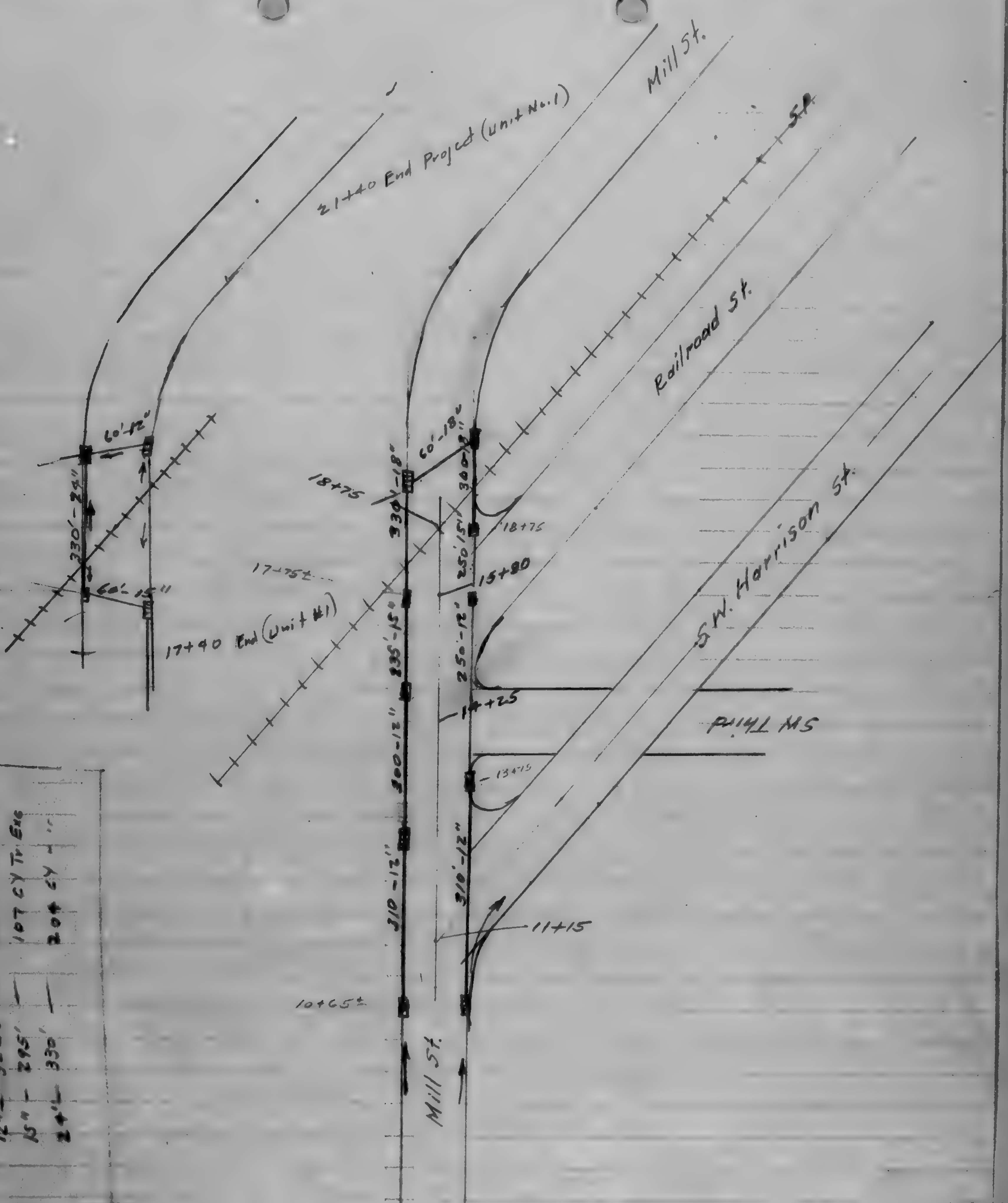
1625-12"
250'-15"
300'+18

60'-18'

1423 CY Trench Exc

17 - Inlets G-1

12 G-1 inlets
1935-12"
485-15"
690-18"


Mill St.
21+40 End Project (Unit No. 1)
St.
Railroad St.
S.W. Harrison St.
SW Third
60'-12"
330'-24"
60'-15"
17+75
17+40 End (Unit #1)
17+75±
18+75
60'-18"
330'-18"
300'-18"
18+75
250'-15"
15+80
235'-15"
250'-12"
14+25
300'-12"
13+75
310'-12"
310'-12"
11+15
10+65±
Mill St.

Removal Drainage (both sides)

12" — 322±5' — 185 CY Tr. Exc

15" — 295' — 107 CY Tr. Exc

24" — 330' — 204 CY " "

S.C.A. Investigation Data

City of *Sheridan* Date *5/7/71* Div.__ No. previous projects ____

Population: 19__ ______ 19__ ______ Last project ______ (year)

Street *Mill St.* Total SCA funds $______

Funds/capita $______

Average/capita $______

EXISTING

Surface now in place: A.C. ___ Oil___ Gravel___ Concrete______

Surface width: ______ feet, Shoulder-shoulder width: ______ feet

C-C width: ______ feet, R/W width: *60' R/W* feet

Remarks:

PROPOSED

Surfacing: A.C. ____ Oil ____ Other______

Pave. width: ____ feet, Shoulder width ____ feet, C-C width: *44* feet

BASE DESIGN: A.C. ____ inches, Leveling ____ inches, Base ____ inches

Lime T.S.G. __ inches, Blanket __ inches, P.M.B.B. __ inches

Length: _____ mile, _____ feet. Type curb: ______

Remarks:

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ *1000*
Clearing & grubbing *(inc. Remove Curbs)*	all	all	L.S.	*500*
General excavation	c.y.	*3300*	*2.00*	*6600*
Finishing roadbed & slopes ($1,500)	mile	—	—	
Trench excavation	c.y.	*1050*	*4.50*	*4726*
Watering	M-gal.	*49*	*5.00*	*245*
Level material (3/4-0)	c.y.	*358*	*4.25*	*1520*
Base material	c.y.	*1430*	*4.00*	*5730*
Asphalt	ton	*3270*	*10.00*	*32,700*
Binder	all	all	L.S.	*900*
Concrete inlets	each	*10*	*175.00*	*1750*
Culvert pipe *12" Sew*	lin. ft.	*1950*	*5.00*	*9750*
Concrete curbs	c.y.	*134*	*70.00*	*9390*
15" Sew. Pipe	*Lin. Ft.*	*470*	*6.50*	*3060*
18" " "	*Lin Ft*	*690*	*9.00*	*6220*
Adj. M.H.	*Each*	*1*	*100*	*100*
Lime Treated base	*Sq Yd*	*4480*	*0.40*	*1800*
Lime in Treated Base	*Tons*	*51*	*40.00*	*2040*

*Items include 10% allowance

625

Days?

Total	$ *88,030*
Perm. signing ($100/intersection)	
Flagging	*400*
Total	$ *88,430*
Engineering & contingencies (20%)	*17760*
Total	$ *106190*
City's estimated share of survey	*3820*
TOTAL ESTIMATED COST	$ *110,010*

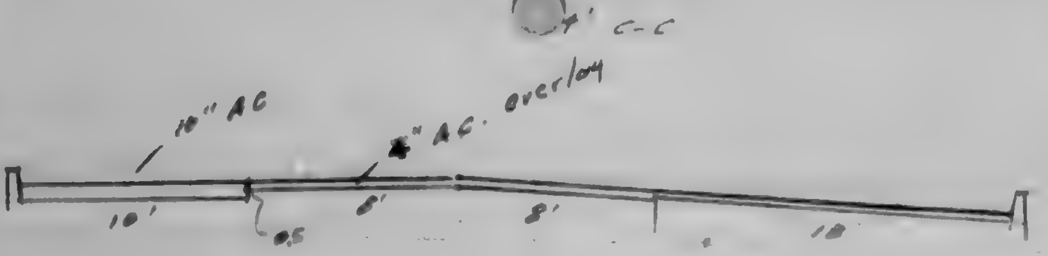
RR Signals ?

25,000
110000
135000

5000 × 81,200 = 3820
106,200

110000

22 000 State
22 000 City SCA
66000 F.A.S.
110,000



Mill St
Sheridan 6/7/71

length 2140' 713 yds

Gen'l Exc $\frac{1.0 \times 2140 \times 10 \times 1.1}{27}$ = 823 C.Y.

3" A.C.
2" Lev.Cs 2
8" Cr.Rk. 8"
6" LTB = 5"

$\frac{18 \times 2240 \times 1.5 \times 1.1}{27}$ = 2470 C.Y.
~~3242~~
3300

713
6
4278 Sq Yds

C.T.B. 4480 Sq Yds

~~length S. Side~~
2140'
100' Connections
2240 = ~~4480~~ □ yds

Lime 0.01125 × 4480 = 56 Tons

8" Base $\frac{0.67 \times 2240 \times 18 \times 1.43}{27}$ = 1430 C.Y.

2" Lev. Cs $\frac{0.17 \times 2240 \times 18 \times 1.43}{27}$ = 358 C.Y.

Watering 1788 × .0275 = 49 M. Gals

Binder Cs = #1800 × 0.5 = #900

Drainage (same on both sides)

W. of Harrison 500'-12" Tr Exc $\frac{1000 \times 3.0 \times 2.5 \times 1.1}{27}$ = 306 C.Y.

Harrison to RR Ave 475' - 15" $\frac{950 \times 3.0 \times 2.5 \times 1.1}{27}$ = 290 C.Y.

RR Ave to 50' w. of RR 235' - 15" $\frac{470 \times 3.25 \times 2.5 \times 1.1}{27}$ = 159 C.Y.

50' w of RR to end of Job 315' - 18" $\frac{630 \times 3.5 \times 3.0 \times 1.1}{27}$ = 270 C.Y.
across Rd 60' - 18

$\frac{60 \times 3.5 \times 3.0 \times 1.1}{27}$ = 26 C.Y. Tot. 1050 C.Y.

Conc Inlets 10 G-1

Adj 1 M.H.

A.C. 22.4 (66.8 + 42.8 + 36.1) = 3270 Tons
146.7

Remove Curb 852'±

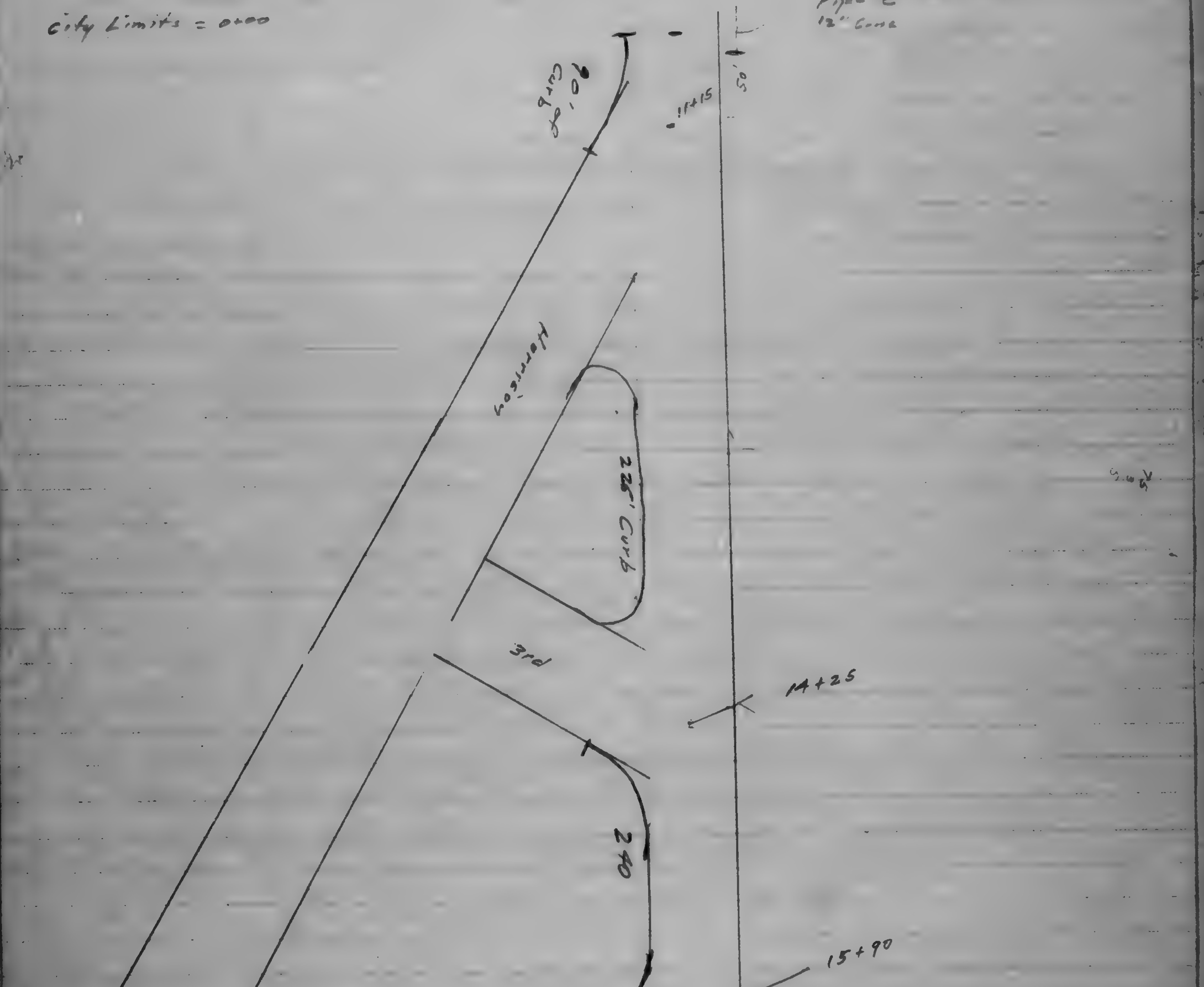
1116
70
225
240
170
320
2125

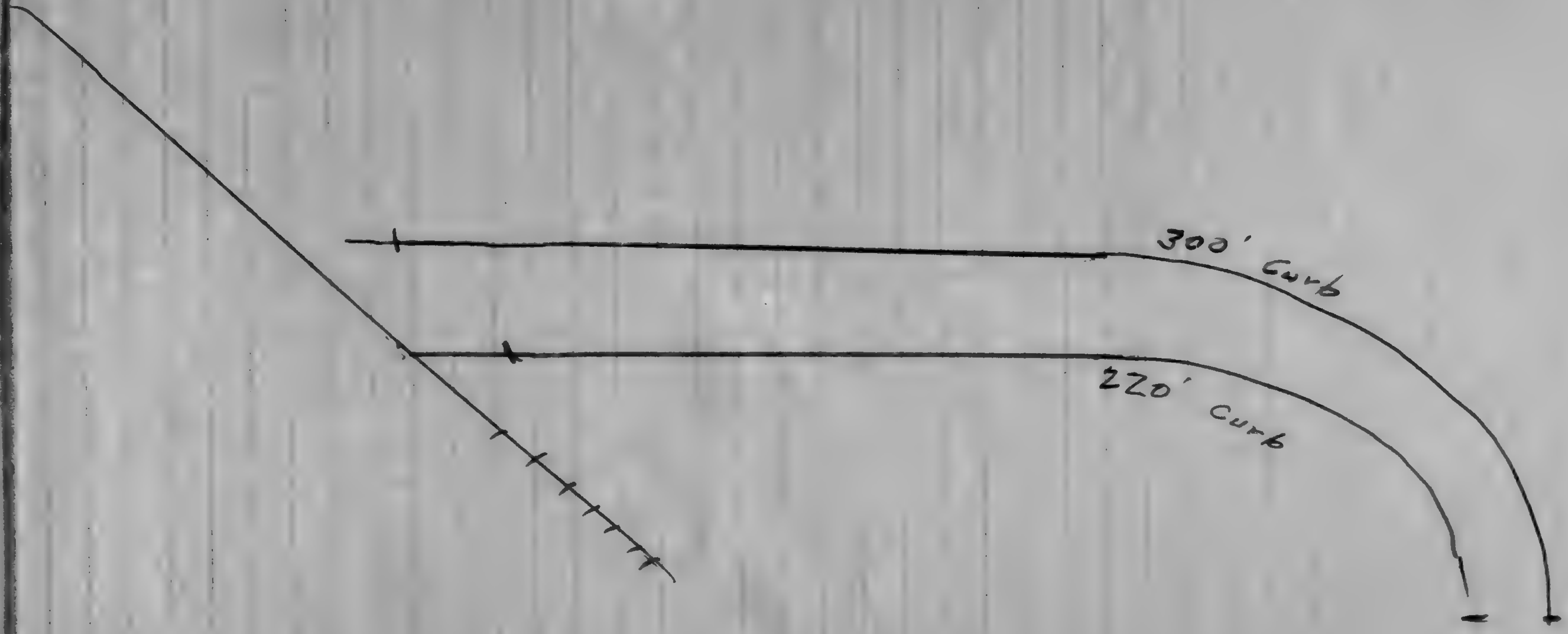
"C" Type Curbs N. Side 1875 + 300 = 2175
S. Side = 2125
4300'

4300 × 0.031 = 134 C.Y.

Excavation 0.5 to city limits to Int. Harison

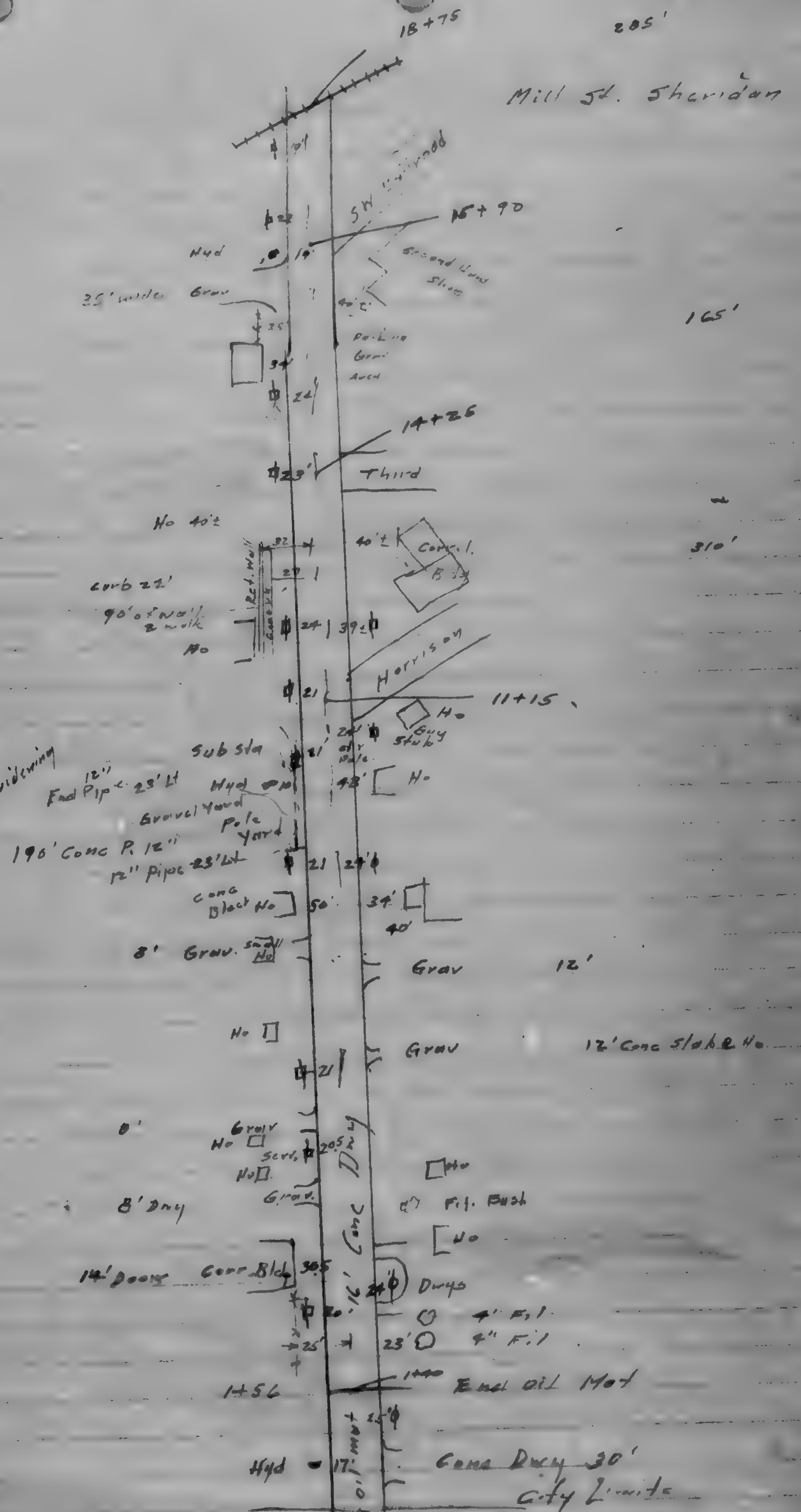
city Limits = 0+00


Pipe & Power Co
12" Conc
90' Curb
11+15
50'
Harrison
225' Curb
3rd
14+25
240
15+90
RR Ave.
18+75
240' Curb


300' Curb
220' Curb

72

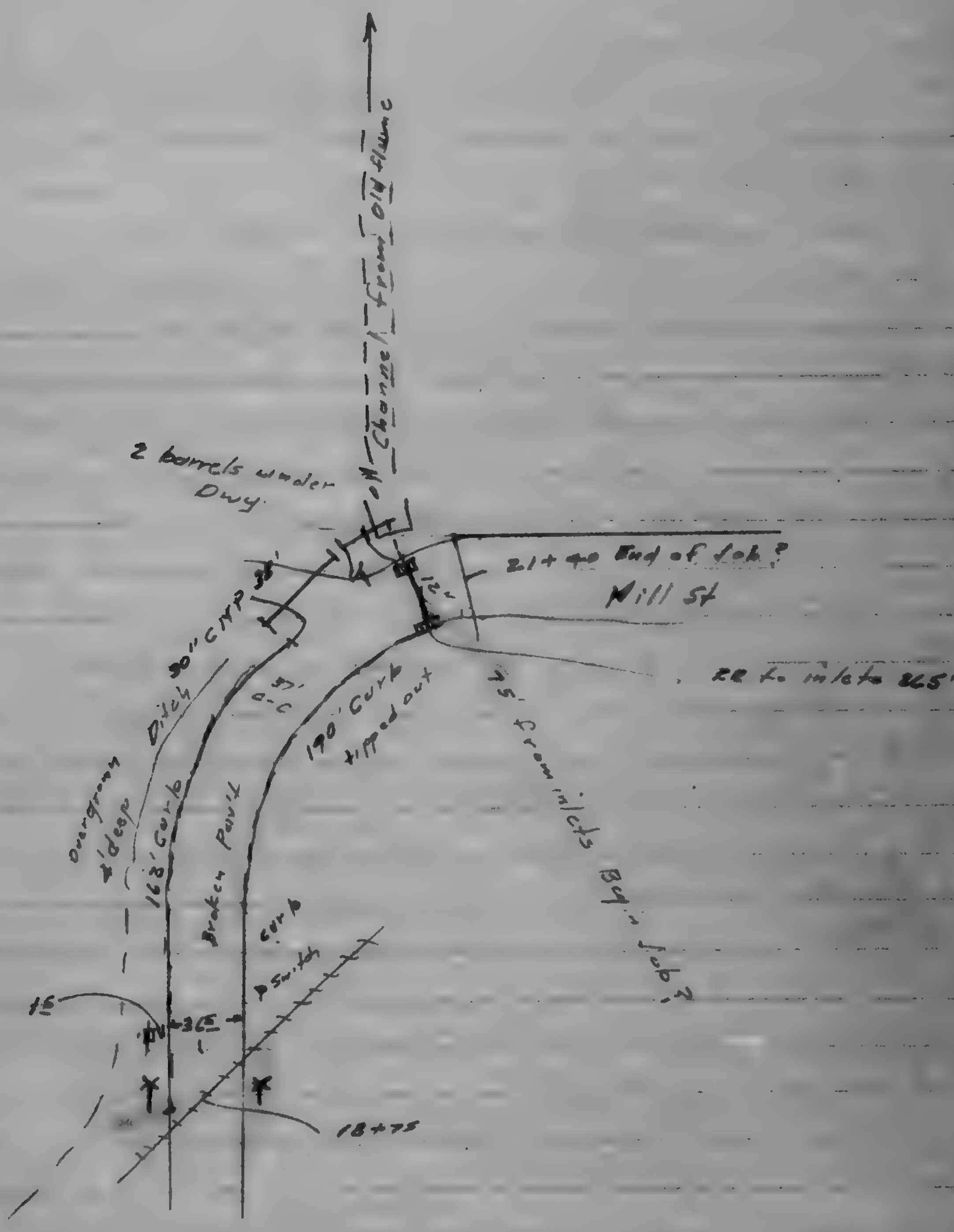
Mill St. Sheridan


18+75
285'
SW railroad
15+90
Hyd
19'
Second Hand Shop
35' wide Grav
35'
34'
24'
40'±
Parking Grav Arch
165'
14+26
23'
Third
Ho 40'±
32
29
Ret. Wall
Curb 22'
90' of wall & walk
Ho
24
39±
40'±
Conc. Bldg
310'
Harrison
21
11+15
Ho
Guy Stub
Sub Sta
21'
24'
Hyd
48'
Ho
12" End Pipe 23' Lt
Gravel Yard
Pole Yard
190' Conc P. 12"
12" Pipe 23' Lt
21
24'
Conc Block Ho
50'
34'
40'
8' Grav. small Ho
Grav
12'
Ho
Grav
12' Conc Slab & Ho
21
8'
Grav
Ho
Serv.
20.5
Ho
Ho
Grav.
8' Dwy
Fil. Bush
Ho
16' Conc
14' Door
Conc Bldg
30.5
24'
Dwys
20'
4" Fil.
25'
23'
4" Fil
1+56
1+00
End Oil Mat
25'
Hyd
17'
10' Walk
Conc Dwy 30'
City Limits
0+00

3 hydrants to move

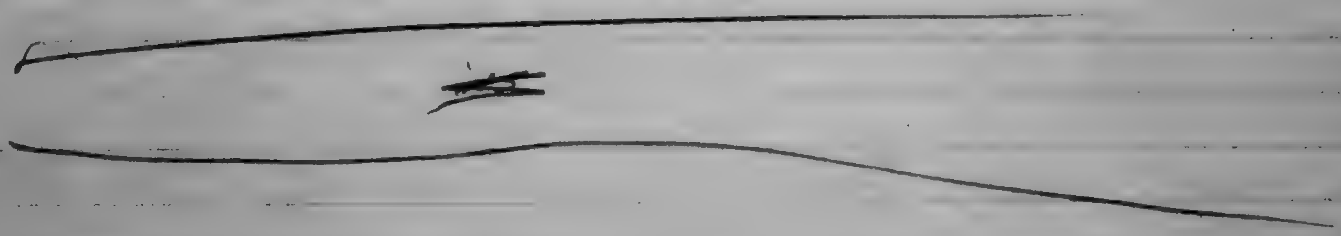
Power Poles Lt "ok" for 10' widening

3 treated poles
10 wood poles


Channel from Old flume
2 barrels under Dwy.
36'
30" CMP
21+40 End of Job?
Mill St
12"
RR to inlets 265'
57' c-c
Ditch
Overgrown 4' deep
168' Curb
Broken Pav't
190' Curb tipped out
75' from inlets By " Job?
Curb
p Switch
15
36
18+75

Mill St Sheridan

Int Sts	00
0.03	RR
0.08	St
-	38 3rd
.18	Int St
.525	N & S Rd
0.90	N & S Rd



0	City Limits
0.21	Int St. Harrison
0.265	SW Third
0.30	Int St
0.35	RR
0.39	Int = E. & W. Part of Mill
0.49	Morgan
0.55	S. Bridge

.405 length
2140'

2590	0.49	City Limits	0+00
2450	0.465	End conc?	1+40
1475	0.28	Harrison	11+45
1165	0.22	3rd	14+25
1000'	0.19	Railroad St.	15+90
715-	0.135	RR	18+75
528	0.10	inlets	20+62
450	.085	Bq Job ?	21+40
315'	.06	Water St	22+75
	0	Morgan	25+90

Sheridan
Robt. Wells ___ City Mgr
M.C. (Charley) Jordon Mayor
Mrs. A. Spencer Recorder

Amity 1966

Removal of Curbs ~~T~~/linft 1^{00}
Gen'l Exc 960CY@ 1^{15}
Tr. Exc 220CY@ 2^{50}
Watering 32 M-Gals @ 4^{00}
SS-1 in Watering. 330 Gals @ 0.50
¾-0 Mat'l in Base 190 CY @ 5.0
Stone Base 1100 CY @ 4^{00}
"B" AC 440 @ 10^{00}
8-inch Storm Sew. 72 @ 2.21
Conc. Manholes 3 @ 240
Conc Inlets GB- 3 @ 90
Adj. Inlets 2 @ 40
Conc Curbs "C" 30 CY @ 40
Conc Drwys 200 SqYd @ 5^{00}

13" Base
2" Lev.C.
3" AC

(Blue)

Lafayette 1969 Est.
Gen'l Ex 4600 CY @ 1^{50}
Tr. Exc 30 CY @ 4^{00}
Watering 75 M-Gals @ 3^{50}
Level Mat'l 425 @ 3^{75}
Base Mat'l 2210 CY @ 3^{50}
Asphalt 450 Tons @ 9^{00}
12-inch Culv't P. 190 @ 4^{00}

Willamina Bid on Fir St 1971 Duffy's Field Est
Remove Structs & Obstructions 450
Gen'l Exc. 1800 CY @ 2^{00}
1½-0 Agg Base 1080 CY @ 6^{50}
Asph Prime Coat All 500^{00} 315 CY @ \$$25^{00}$ 7875
"B" Mix AC
Adj Manholes 2 @ 100
Type "C" Conc Curbs 1450 @ 2^{00}
Conc Walks 115 SqYd @ 6^{50}
Conc Inlets CG-1 2 @ 195
Conc Curb Inlets 1 @ 55^{00}
8" Conc Sew Pipe 40' @ 4^{50}
Type "A" Drwys 160 □yds @ 7^{00}

☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

FAS-SCA

June 8, 1971

Mr. Richard P. Lucht
Yamhill County Roadmaster
Courthouse
McMinnville, Oregon 97128

Dear Mr. Lucht:

It is noted on the project request that you submitted for the Sheridan Section of Mill Creek Road, FAS 907, that the width requested was 40 feet. The minimum standard for this type of street is 44 feet, so we are returning the forms to give the County an opportunity to change the width if it is in accord with such change. The width can be changed on the various pages with initials opposite on the margins by those who signed the application.

This matter has been discussed with Mr. Robert Wells of Sheridan and he is agreeable to this change.

Please return the forms at your earliest convenience so we can submit the project for approval at the next Commission meeting if possible.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:[illegible]

Encl.

6-7-71

looking southwesterly on Mill St

#6

6/7/71

Sheridan

On Mill st. 100' from Railroad

looking at house on flume channel

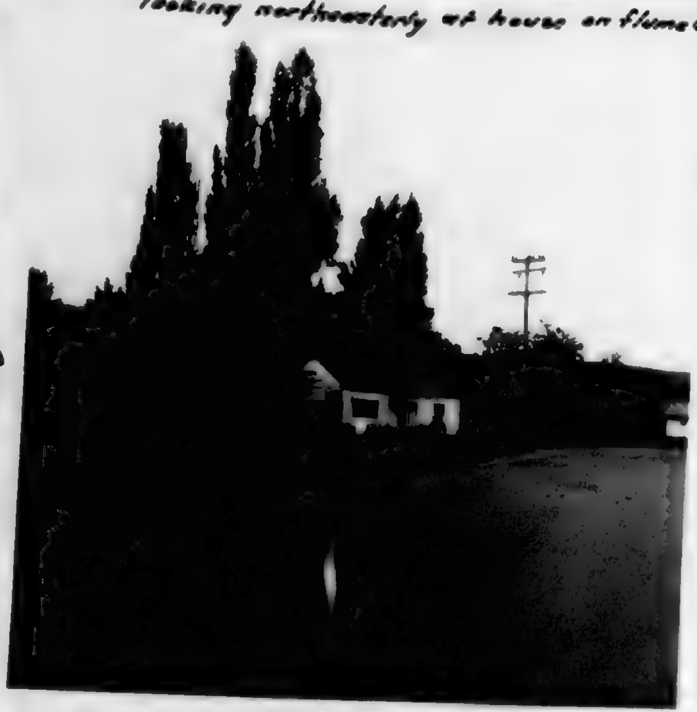
#8

6/7/71

Sheridan

on Mill St. extended

looking northwesterly at house on flume Chan.



#9

6/7/71

Sheridan

on Intersection of railroad & Mill St.

looking Northeasterly on Mill St.

#7

6/7/71

Sheridan

At Westerly city limits

June 2, 1971

City of Sheridan
104 N. W. Yamhill
Sheridan, Oregon 97378

This is to acknowledge receipt of a resolution adopted by the City of SHERIDAN requesting aid from the annual $250,000 Special City Allotment fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1972 program.

Very truly yours,

R. L. Porter
State Highway Engineer

By:
H. S. Cox
County and City Engineer

OHN:ljt
Encl: SCA Project Data Form

City of SHERIDAN
It's A Privilege To Live in The Phil Sheridan Country
104 N.W. YAMHILL
SHERIDAN, OREGON 97378

RECEIVED
COUNTY & CITY SECTION
JUN [illegible] - 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ NE ☐ RPE ☐

May 17, 1971

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: H. S. Cox, County & City Engineer

Dear Sir:

Enclosed please find the application of the City of Sheridan for the proposed $25,000.00 aid to small cities for the improvement of S. W. Mill Street in the City of Sheridan. As your traffic counts have shown, this street is receiving excessive traffic, and is in quite a bad state of disrepair. Since this street is an FAS qualified street, and the County and City have consulted on this, the Yamhill County Commissioners have agreed to help the City with an FAS application as well.

The need for improvement on this street is almost mandatory, and since the City of Sheridan has only a total of approximately $22,000.00 a year to operate its total street department, you can understand that it would be impossible for the City to bring the street up to standard with its own resources.

I hope that this application will receive your close attention.

Thank you very much.

Yours most sincerely,

Robert D. Wells

Robert D. Wells
City Administrator
City of Sheridan

RECEIVED
COUNTY & CITY SECTION
JUN [illegible] - 1971
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of SHERIDAN is an incorporated city of the State of Oregon and has a population of 1880 as given by the latest official census; and

WHEREAS, the following streets of said city,

S. W. MILL STREET, also known as FAS road Number 907, from the S. P. R. R.

crossing westerly to the west city limits of the City of Sheridan

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

c-50, 1959 Rev.)

4. That the City of SHERIDAN does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Robert D. Wells as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 12th day of April, 1971.

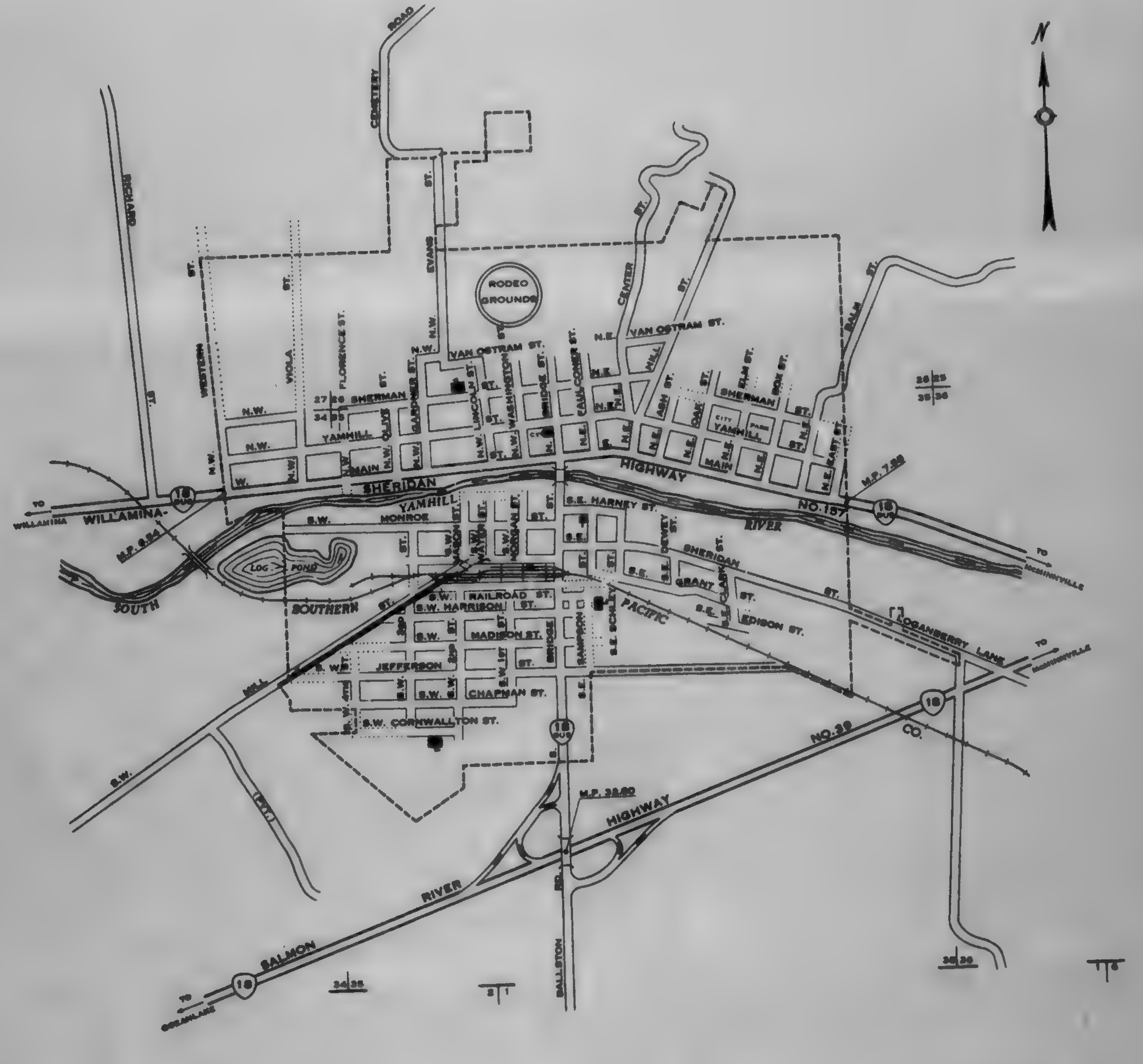
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of SHERIDAN at a regular or special meeting of said Council, held on the 12th day of April, 1971, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 13th day of April, 1971.

Robert D. Wells
City Recorder

(cc-50, 1959 Rev.)



N
RICHARD
CEMETERY ROAD
EVANS ST.
WESTERN
VIOLA ST.
RODEO GROUNDS
CENTER ST.
HILL ST.
BALM ST.
N.W. VAN OSTRAM ST.
N.E. VAN OSTRAM ST.
FLORENCE ST.
N.W. SHERMAN
SHERMAN ST.
N.W. YAMHILL
YAMHILL
CITY PARK
N.W. MAIN
MAIN
GARDNER ST.
LINCOLN ST.
WASHINGTON
BRIDGE ST.
FAULCONER ST.
ASH ST.
OAK ST.
ELM ST.
ROCK ST.
EAST ST.
SHERIDAN HIGHWAY NO. 157
YAMHILL RIVER
SOUTH
TO WILLAMINA
WILLAMINA-
M.P. 6.54
M.P. 7.58
18 BUS
TO McMINNVILLE
S.W. MONROE
S.E. HARNEY ST.
DEWEY ST.
S.E. GRANT ST.
SHERIDAN ST.
S.E. EDISON ST.
LOG POND
SOUTHERN PACIFIC
S.W. RAILROAD ST.
S.W. HARRISON ST.
S.W. MADISON ST.
S.W. JEFFERSON
S.W. CHAPMAN ST.
S.W. CORNWALLTON ST.
S.E. SCHLEY ST.
HAMPTON
LOGANBERRY LANE
MILL
S.W.
SALMON RIVER HIGHWAY NO. 39
M.P. 23.60
BALLSTON RD.
CO.
TO GRAND RONDE
TO McMINNVILLE
18
27|26
34|35
26|25
35|36
2|1
T 6

SIGNED ROUTES

INTERSTATE ⓪
U.S. ⓪⓪
ORE. ⓪⓪

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - ▲ – Armory
  - L – Library
- ═ Street open for travel.
- ┈ Street dedicated but not open.
- - - - City Limits.

SHERIDAN

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,763

Scale in Feet

Revised July 1965

City of SHERIDAN

Tis A Privilege To Live In The Phil Sheridan Country

104 N.W. YAMHILL
SHERIDAN, OREGON 97378

February 12, 1971

Mr. H. S. Cox
County & City Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

May I please have an application form for small city allocation under ORS 366.805, providing for funds for cities under 5,000 population for streets receiving unusually heavy traffic.

I would appreciate your sending this application form to Robert D. Wells, City Administrator, 104 N. W. Yamhill Street, Sheridan, Oregon, 97378.

Thank you.

Yours very truly,

R. D. Wells

R. D. Wells
City Administrator
City of Sheridan

RECEIVED
COUNTY & CITY SECTION
FEB 16 1971
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☒ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Forms sent 2-17-71

Mill St. Sheridan

4" overlay on RCC. — 6-8' Total Dept A.C. N. Side

South Side may want Lime treated subgrade

44' wide Street.

Si Cox 2/12/71

7922 Second St.-S. Railroad Blvd. 1973
(Redmond) Sec. on Antler Ave.
(Grad., pav. & R.R. signals)

C & A H688 4-10-73
RR 756 9-26-73

For Correspondence
re Hearing

&c 1841

OREGON STATE HIGHWA SION
FINANCE BRANCH
Form 81-734-1191

ADVANCE DEPOSIT

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Depositor
Deschutes County
Bend, OR 97701
Accounting Reference DESCHUC-001071

Request No. (assigned by staff engineer or head of section)
Date November 8, 1976
Payer's Order No. (if any)
Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

This is to notify the Finance Branch that the following project is completed, all charges are in and the account can be closed.

Project: Grading and Paving, Redmond FAS 926
S-538(3)
509-1085-297

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Copy		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing?

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

NOTED
F. R. GRIFFIN

Credit distribution:

Submitted by:
Richard O. Havig

Approved:
Richard O. Havig Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

fas 926 &
" 782
Desch Co

Dave Fenton
Region 4 Federal Aid Engineer

Robert H. Prange
Rural Engineer

November 4, 1976

2nd St.-S. Railroad Blvd. (Redmond) Sec.
Antler Ave.
FAS 926 and 782
Deschutes County
(Grading Portion)

Three copies of the itemized statement of the final costs for this project are attached. Would you please forward one copy to Deschutes County and one copy to the City of Redmond.

Since the County's share of the construction costs were made up from the City of Redmond's SCA funds we are returning the County's $2,300.00 advance deposit.

HR:dp

Attachments

☐ ENGR. ☐ ASST. ☑ OE ☒ RE ☐ UE
☒ UPE ☒ CE ☒ RE ☑ RPE ☐

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

State Highway Division
State Highway Bldg.
Salem, OR 97310

This Space for Use of Accounting Division

(See cc 1452)

Date November 2, 1976
Invoice No.
P. O. No.

cc 1664

Transfer from the City of Redmond SCA funds to State Highway funds as Deschutes County's matching funds for the grading portion of the 2nd St.-S. Railroad Blvd. (Redmond) Section, FAS 782 & FAS 926 Antler Ave. in Deschutes County (Contract #7922) Covered by agreement dated January 11, 1972.

Transfer to State Highway funds	$15,932.92

Prefix No. 309-1704-287

George N Hopkins
G. N. Hopkins

Note: $6,507.49 transferred on November 4, 1974, see cc 1452

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** October 28, 1976

County Deschutes **Contract No.** 7922 **Date Completed** 7/22/74

FAS 926 & 782 **Section** 2nd St.-S. Railroad Blvd. (Redmond) on Antler Ave.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Grading Portion	
Payments to Contractor	$33,583.26
RR costs	41,093.20
Engineering	9,886.76
Audit	630.74
Equal Opportunity	56.19
Total (Federal participation)	$85,250.15
Payment to Contractor	$ 32.50
Engineering	222.91
Striping	298.31
Equal Opportunity	1.41
Total	$555.13

Total cost of Project $85,805.28
Federal funds Collected $54,270.25

Per agreement County's share of construction costs are as follows:

½ ($85,250.15 - $54,270.25 + $222.91) + $330.81 =
$15,602.11 + $330.81 = $15,932.92

County's share is to be made up from the City of Redmond

Special City Allotment fund

City of Redmond SCA funds (County's share)	$15,932.92
Federal Participation	54,270.25
State costs	15,602.11
Total cost of Project	$85,805.28

(No cost to the County nor the City of Redmond)

County's advance deposit of $2,300.00 is to be refunded

Reference: Billing Form cc 1664

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Deschutes County
Board of Commissioners
Courthouse
Bend, OR 97701

Attention of Mr. Charles Plummer
Roadmaster

Request No. (assigned by staff engineer or head of division) cc 1664

Date October 28, 1976

Payer's Order No. (if any) ....

Department Order No. (if any) .... (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing - 2nd St.-S. Railroad Blvd. (Redmond) Section
Antler Ave., FAS 782 and FAS 926

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Federal participation		
		State's share of construction costs	$54,270.25	
		County's share of construction costs	15,602.11	
		Total Cost of Project	15,932.92	
				$85,805.28
		No cost to County		
		Note: Refund County advance deposit		
				$2,300.00

If payer has made payment for this service, indicate the amount of payment. $..........

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. From SCA funds $ 15,932.92

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $..........

Give the number of the last previous request in connection with this same service. cc 1452

Credit distribution: 509-1085-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved: ....
Division Engineer

Approved: George N Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Form A-[illegible]

Date October 28, 1976

Invoice No.

P. O. No.

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTME
by

City of Redmond
City Hall
Redmond, OR 97756

This Space for Use of Accounting Division

cc 1452

Attn: Mr Edward D. English
City Administrator

Transfer from the City of Redmond SCA funds to State Highway funds as Deschutes County's matching funds for the grading portion of the 2nd St.-S. Railroad Blvd. (Redmond) Section, FAS 782 & FAS 926 Antler Ave. in Deschutes County (Contract #7922) Covered by agreement dated January 11, 1972.

Transfer to State Highway funds $15,932.92

Prefix No. 309-1704-287

George M. Hopkins
G. M. Hopkins

Note: $6,507.49 transferred on November 4, 1974, see cc 1452

7422 5-25-76 **STATE COPY**

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. S-538(3)
2. COUNTY Deschutes
3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work under this contract involved construction of roadbed grading, aggregate base and asphalt concrete pavement. The work was performed on the "2nd Street-S. Railroad Boulevard" Section of Antler Avenue (FAS 782 & 926) in the city of Redmond.

5. CONTRACTOR'S NAME R. L. Coats
6. CONTRACT AMOUNT $ 35,710.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)
TITLE Construction Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
Office of
Assistant State Highway Engineer

5-27-76
cy Const.

NOTED
H.S. COULTER

*44' curbed section.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width Varies feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6203	0.135	Varies*	--	

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY D. B. Carter, Area Engineer
11. DATE OF INSPECTION July 19, 1974
12. IN COMPANY WITH W. Robertson, Res Engr; R. Sandman, Reg 4 Constr Engr; C. D. [illegible], Field Engr, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE D. B. Carter
14. TITLE Area Engineer
15. DATE 5/25/76

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE Original signed by G. K. Hossner Dist. Engineer
G. K. Hossner
17. TITLE District Engineer
18. DATE 5/26/76

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

#7922

BURLINGTON NORTHERN

VICE PRESIDENT AND
CONTROLLER DIVISION

176 East Fifth Street
St. Paul, Minnesota 55101
XXXXXXXXXXXXXX11
Phone (612) 298-2250

March 11, 1976

Mr. F. B. Klaboe
Administrator & State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

A review of our records indicates there is a balance outstanding of $6,680.67 on bills rendered for reimbursement of costs incurred for improvement of crossing and replacement of crossing signals at Antler Avenue in Redmond, Oregon, as provided by Public Utility Commission Order No. 73-377 and agreement between the State of Oregon and Oregon Trunk Railway, dated September 19, 1973.

The bills outstanding are as follows:

Progressive Bill No.	Audit Bill No.	Amount of Bill	Amount Outstanding
1	625	$ 1,757.00	$1,757.00
2	730	4,189.00	418.90
3	732	34,694.10	4,487.31
Flagging	920	174.62	17.46

In an undated letter postmarked December 23, 1975, Mr. Gene E. Hickam advised you had no record of receiving Bill No. 625 in the amount of $1,757.00 and, with my letter of February 3, 1976, copy of this bill was furnished, together with request that bill be placed in line for payment and that we be advised when final payment on this project could be expected, as final bill was rendered on July 7, 1975.

I presume final payment will be withheld until final audit has been completed, which I understand Mr. Hickam will perform within the next two or three months. However, it would seem that 90%, or $1,581.3 of Bill No. 625 should be paid now and the balance retained pending such final audit.

Will you please review and arrange for payment or advise when payment will be made.

Yours truly,

W. N. Ernzen
Vice President and Controller

aw,03

File: Contract OT-1883

RECEIVED
STATE HWY ENGR
MAR 15 '76
REFER TO
Skoog
FOR
Inf. | Inves | R/D | D/R ✓ | Sign | Act | File

NOTED
MARIE STEPHENS

7922

December 5, 1974

Safeco Insurance Co.
1500 S.W. First Avenue
Portland, Oregon 97201

Gentlemen:

On November 15, 1974, we wrote to you concerning release of final payment on Contract No. 7922 awarded to R. L. Coats for work on the 2nd Street-S. Railroad Boulevard (Redmond) Section of FAS 782 and 926 (Antler Avenue) in Deschutes County.

Final payment on this contract is $3,362.45 and the total contract amount is $33,563.26. No work was performed under force account.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

rw

cc: R. L. Coats
Boundary Box Newport Avenue
Bend, Oregon 97701

bc: C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

#7722

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 22, 1974

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

FBK

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

srb

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on November 13, 1974, I accepted the following:

Contract No. 7922, Work Completed July 22, 1974

Project 2nd Street-S. Railroad Boulevard (Redmond)

Highway FAS 782 and 926 (Antler Avenue) County Deschutes

Type of Work Grading, Paving & R.R. Signals

Contractor R. L. Coats

Acting Highway Administrator

7922

November 15, 1974

Safeco Insurance Co.
1500 S. W. 1st Avenue
Portland, OR 97201

Gentlemen:

Contract No. 7922 awarded to R. L. Coats for work on Second Street-S. Railroad Boulevard (Redmond) Section of FAS 782 and 926 in Deschutes County was completed on July 22, 1974, and accepted by the Administrator and State Highway Engineer on November 13, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 28, 1974.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fmm

cc R. L. Coats
Boundary Box Newport Ave.
Bend, OR 97701

C. T. Kenney
Walt Hart
V. E. Shupp Attn: Dick Macek
Carl Williams

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 13, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7922, Work Completed July 22, 1974

Project 2nd St.-S. Railroad Blvd. (Redmond)

Highway FAS 782 & 926 (Antler Ave.), County Deschutes

Type of Work Grading, Paving & R.R. Signals

Contractor R. L. Coats

Recommended Acceptance Date November 13, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
STATE HWY ENGR
NOV 14 '74
REFER TO
FOR
Info Inves R/D DIR Sign Act File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

126

7722
509-1085
F L [illegible]

November 12, 1974

Board of Commissioners
Deschutes County
Courthouse
Bend, Oregon 97701

Attention: Mr. David C. Hoerning
Director of Public Works

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on the bridge on the Second Street-South Railroad Boulevard section, FAS 926.

In accordance with an agreement dated January 11, 1972 the amount of $6,507.49 will be transferred from the City of Redmond's Special City Allotment funds to State Highway funds.

Very truly yours,

H. S. COX
County-City Engineer

By

Harold Reynoldson
Rural Program Engineer
County-City Unit

HR:sr

Enclosure

cc: Edward D. English
City Manager
Redmond, Oregon

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☑ UFE ☐ CE ☑ RE ☐ PPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attention of Mr. David C. Hoerning
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc-1452

Date November 4, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: 2nd Street-South Railroad Boulevard Section
FAS 926 (Structure)

Covered by Agreement dated January 11, 1972

Itemized Statement: See Request for Transfer of Cost Distribution cc no. 2A

Quantity	Unit	Description	Unit Price	Amount
		State Hwy. Div. is to transfer $6,507.49 from the City of Redmond's $25,000.00 Special City Allotment funds to State Hwy. funds as Deschutes County's share of construction costs for this project. [illegible]		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ —

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service. cc no. 2A

Credit distribution:
309-1704-287 5
509-1082-295
5

Submitted by: Harold Reynoldson

Approved: Division Engineer

Approved: Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** November 4, 1974

County Deschutes **Contract No.** 7841 **Date Completed** 3/1/73

FAS 926 **Section** 2nd Street-South Railroad Boulevard

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$30,305.55
Engineering		4,545.83
		$34,851.38
Engineering	(Nonparticipating)	325.60

Total Cost of Project	$35,176.98
Federal Funds Collected	22,162.00 City

Per Agreement County's Share of Construction are:

[illegible] [illegible] State

½($34,851.38 - $22,162.00 + $325.60) = $6,507.49 SCA

Per agreement the County's share of construction costs ($6,507.49) are to be made up by transferring funds from the City of Redmond's Special City Allotment (SCA) funds to State Highway funds.

Reference: Outside Billing Form #cc-1452
Also Transfer Bill Form #cc 2A

OREGON STATE HIGHWAY DIVISION

FORM A-67 (REV. 3-71)

REQUEST FOR TRANSFER OF COST DISTRIBUTION

cc no. 2A

FROM: Project Management Section
County-City Unit

ADDRESS: 405 State Highway Building
Salem, Oregon 97310

TO: **ACCOUNTING SECTION**

DATE OF REQUEST: October 21, 1974

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER)

DATE OF ORIGINAL DOCUMENT

VENDOR'S NAME

DATE OF VENDOR'S INVOICE

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION 762	CHARGE AMOUNT		CREDIT DISTRIBUTION 719	CREDIT AMOUNT	
		Transfer lump sum construction	309-1704-287	$6,507	49	509-1082-295	$6,507	49
		charges to City's SCA account						
		as Deschutes County's share						
		of construction costs for this						
		project.						
		TOTAL		$6,507	49	-	$6,507	49

(FOR ACCOUNTING SECTION USE ONLY)

ORIGINAL CHARGE ON VOUCHER

Non-ref.

REASON FOR THIS REQUEST:

Transfer as final costs for Deschutes County's share of construction costs for 2nd Street-South Railroad Boulevard (bridge only) Section in Redmond, Deschutes County. Contract #7841 to City of Redmond SCA account per FAS-C Construction Agreement with Deschutes County dated 1/11/72.

PREPARED BY:

Harold Reynoldson
Harold Reynoldson, Rural Program Engineer
County-City Unit

APPROVED:

See Request for Outside Billing cc-1452

7922

J

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 2nd St - S. R.R. Blvd (Redmond)

WEEK ENDING: October 19, 1974

SECTION PREFIX: 509-1085

HIGHWAY: FAS 782 & 926 (Antler St)

COUNTY: Deschutes

NAME OF JOB: 2nd St - S. R.R. Blvd (Redmond

KIND OF WORK: Grade, Pave, & R.R. Sighals

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 7922

FEDERAL AID PROJECT NUMBER: 8-538(3)

DATE OF CONTRACT: September 11, 1973

DATE WORK STARTED: October 5, 1973

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR ~~DAYS~~ WORKDAYS 75 + 13

WORK DAYS USED: CALENDAR ~~DAYS~~ WORKDAYS USED 88

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 99,855.45

EXCLUSIVE OF ENGINEERING: $ 91,134.45

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 82,503.37

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9.5 %

ENGINEERING AUTHORIZATION: $ 8,721.00

ENGINEERING COST TO DATE: $ 8,646.92

PERCENT OF AUTHORIZATION: 99 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: July 22, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13	0.13			0.13
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.13	0.13			0.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	1,400 CY			580 ton
TOTAL QUANTITIES CORRECTED TO DATE	100%	1,250 CY			647 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	1,250 CY			647 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
Bond B
Jackmond
Harwood
Johnsen
Walker
BEN GIFFORD
RECEIVED
OCT 21 1974
CONSTRUCTION SECTION
Scofield S
Glenn
Berg

7922

August 29, 1974

Mr. R. L. Coats
Boundary Box, Newport Avenue
Bend, OR 97701

Dear Mr. Coats:

We have reviewed your request for an extension of time on Contract No. 7922 for work on Second Street - S. Railroad Boulevard (Redmond) in Deschutes County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 13 days is granted, which will delete all liquidated damages. This is for delays caused by work performed by railroad forces and by a labor dispute.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. M. Williams

JAB:fr kp

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 26, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Second St.-S. Railroad Blvd. (Redmond)
Contract No. 7922

R. L. Coats, contractor for the subject grading, paving, and railroad signal project, has requested an additional 13 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delays caused by work performed by railroad forces, a labor dispute, and extra work as reasons for his inability to complete the project within the time allotted.

The contract was awarded September 11, 1973 and allotted 75 calendar workdays to complete the work. Actually over half of the project authorization is for reimbursable railroad work at their crossing. A suspension of work order was in effect October 9, 1973 to May 13, 1974 while the railroad company obtained signal materials. The contract time expired July 9. The work was completed July 22, an overrun of 13 days. Although the suspension of work order was rescinded May 13, the railroad work interfered until May 28 (15-day delay). The project was affected by the cement masons labor dispute from June 10 to June 19 (9-day delay) when concrete curb and catch basin work was needed. Project completion was delayed four days until the contractor performed some minor late work adding topsoil behind curbs.

The total delay to the project from causes beyond the contractor's control was in excess of the 13-day extension requested. I therefore recommend that the request be granted which would delete all liquidated damages. This is a Secondary Project and FHWA concurrence is not required. Liquidated damages accrue at the rate of $50 per day.

A rough draft letter to the contractor is attached.

JAB:WR:fr
Att.
cc: V. L. Gallagher

RECEIVED
AUG 27 1974
Office of
Assistant State Highway Engineer

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 26, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 88 days, within which to complete our Contract No. 7922, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: May 13, 1974: Stop work order removed when Railroad Signal work started but contractor was unable to schedule work until May 28.

June 10 to June 19: Project affected by Cement Finisher Strike.

July 18 to July 22: Work Completed July 18th, top soil (not part of the Contract) delivered July 22nd.

Respectfully submitted,

R. L. Coats
Contractor

By R. L. Coats

CONSENT OF SURETY

Date JULY 31, 1974

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SAFECO INSURANCE COMPANY OF AMERICA

C.A. TOMA[illegible] Attorney-in-fact C.A. [illegible]

(SEAL)
1953

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7922 Contractor R. L. Coats

Highway FAS 782 & 926 (Antler St.)

Section 2nd St. - S. R.R. Blvd (Redmond)

Kind of Work Grade, Pave, & XXXXXXXX R.R. Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows: Workday count was resumed May 13, 1974, however, the Contractor was unable to resume work until May 28, 1974 because RR signal work being done would have interferred with an efficient operation. Contractor had no control over RR Signal Crew operation.

Contractor operation was shut down by Cement Finishers strike from June 10 - 19, 1974.

Contract did not specify placement of top soil behind curbs adjacent to lawn areas. Contractor completed all contract work on July 18, 1974 and was required to come back and place top soil behind curbs in certain areas. The City was requested to do the back filling but was reluctant to comply and indicated this was State's obligation Adjacent property owners registered strong criticism on lack of top soil back fill.

Recommended for Approval:

Division Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	7922
Project designation (State-Federal)	S-538(3)
Date awarded	September 11, 1973
Work started	October 5, 1973
Per cent completed (Date)	100 July 22, 1974
No. of Workdays Allowed	75
No. of Workdays Used	88
No. of Added Workdays Requested	13

State Printing [illegible]

7922

5

FORM E-30 (REV. 10-69)

1N

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 26, 1973
Salem, Oregon

To: Mr. C. W. Head, Manager
Administrative Services

BUILDING

SUBJECT: Construction & Maintenance Agreement
Second Street-South Railroad
Avenue (Redmond) Section
FAS 782 and 926 (Antler Ave.)
Deschutes County
FAP No. S-538(3)
Contract No.: 7922

RAILROAD COMPANIES
FILE No. 756

Attached is the State's counterpart of the agreement with the Burlington Northern, Inc. providing for the installation of flashing lights and crossing gates at the crossing of the Burlington Northern tracks at Antler Avenue in Redmond, Deschutes County. Please place this document in your files.

All work under this construction and maintenance agreement will be performed by the railroad with the exception of the furnishing, placing and maintaining of the advanced warning signs and pavement markings. Upon completion of installation of these signals, the railway will perform all maintenance necessary to maintain the signals in the proper condition.

Upon completion of the project, the Maintenance Section will be responsible for the maintenance of the pavement markings and the advance warning signs. The Accounting Section will ultimately be required to audit and pay the bill for the work performed by the railroad forces as set forth in Sections 5 and 6 and exhibits C of this agreement. The Construction Section will be required to approve this bill before the Accounting Section performs the audit.

The Section Heads should review this agreement and acquaint themselves with the responsibilities of their Sections in fulfilling this agreement.

J. E. Chidsey
Railroad & Utility Engineer

NOTED
C. W. HEAD

JEC:db
Attachment
cc: H. S. Coulter
C. T. Keasey w/attachment
D. H. Moehring w/attachment
V. E. Skoog w/attachment
J. B. Boyd w/attachment
R. N. Chase w/attachments (4)
J. L. Sollis w/attachment
J. F. Putnam w/attachment
J. W. Valentine w/attachment
N. D. Krehbiel w/attachment (please furnish a copy to district engineer when project is complete.)

SP*32475-734

N. D. Krehbiel
*Note:
The Or[illegible] for State Force Work will be
prepared and submitted for this work
by this office.

IN

1859

**OREGON STATE
HIGHWAY DIVISION**

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 25, 1973

Burlington Northern, Inc.
1101 NW Hoyt Street
Portland, OR 97207

Construction Agreement
2nd Street-S. Railroad Ave.
(Redmond) Section
FAS 782 and 926 (Antler Ave.)
Deschutes County
Fed Proj. No. : S-538(3)
Contract No: 7922

ATTENTION: Mr. H. F. Moy

Gentlemen:

Enclosed is a fully executed copy of the construction agreement for the above captioned grade crossing in Redmond which was submitted to us with your letter dated August 2, 1972.

RAILROAD COMPANIES
FILE No. 7516

This document was executed by the Administrator of Highways as authorized by the Transportation Commission at their meeting of September 19, 1973 and is now being returned to you for your files.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit C and shown on Exhibit A as of March 29, 1973.

Please contact Mr. Norman D. Krehbiel, Resident Engineer, The Dalles-California Highway in Bend, Oregon, phone 382-1911, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to March 28, 1973 will be made subject to the provisiogs of PPM 30-3 upon receipt of your statement of charges. Please be fure to include the beginning and completion dates of this work in the bill.

Yours truly,

J. E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:db
Enclosure

bc: G. L. Green w/copy of signature page
C. W. Head
H. S. Coulter
L. H., Young
C. T. Keasey
J. L. Sollis
V. L. Gallagher w/Exhibits A & C (
V. E. Skoog w/Exhibits A & C
J. F. Putnam w/Exhibits A & C (2)
*N. D. Krehbiel w/agreement
J. W. Valentine w/attach. (agreeme

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 10, 1973

AGENDA
SEP 19 1973

1 N

Oregon Transportation Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Construction & Maintenance Agreement
Second Street-South Railroad
Avenue (Redmond) Section
Antler Avenue
Deschutes County

Oregon Trunk Railway

An agreement with Burlington Northern, Inc. will be presented for your consideration at the meeting on September 19. This agreement provides for signalization and improvement of the grade processing at Antler Avenue in the City of Redmond.

Included under the terms of the agreement will be installation of automatic flashing signals, automatic gates, along with the necessary circuits and controls, and the upgrading of the track through the crossing.

The estimated cost of this signalization and protection of the crossing along with the upgrading of the tract is $48,490, with 100 percent of this cost to be borne by the State. Funds for this work will be partially reimbursed to the State by the Federal Highway Administration.

I recommend your approval.

JP:CM
cc George M. Baldwin
C. W. Head /w/ Att.
F. B. Klaboe
Gary Sund

Ⓐ
2 COPIES TO
BE SIGNED

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7922

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 25, 1973

Burlington Northern, Inc.
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Award of Contract
2nd Ave.-S. Railroad Ave.
(Redmond) Section
FAS 782 and 926 (Antler Ave.)
Deschutes County
FAP No.: S-538(3)
Contract No.: 7922

Gentlemen:

On August 29, 1973, the Oregon State Transportation Commission awarded the above captioned contract to R. L. Coats, Bend, Oregon.

As soon as the signed contract and bond have been received from the contractor, a conformed copy will be sent to you for your records.

Yours truly,

J. E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:db

bc: A. E. Johnson
C. W. Head (Please send 3 conformed copies to me when available.)
J. F. Putnam
N. D. Krehbiel
J. W. Valentine

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
SEP 25 73
REFER TO
FOR

September 24, 1973

Board of Commissioners
Deschutes County Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer
Roadmaster

Re: 2nd Street-S. Railroad Blvd.
(Redmond) Section
Grading & paving
FAS 782 & 926
Deschutes County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $2,300 for the subject project.

A copy of the construction plans and contract (#7922) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Did not transfer any of these funds because would be sent back to County.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

cc: Mr. Edward English,
Redmond City Manager

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☐ CE R RE ☒ RPE ☐

7922

Files

OA

NP

C. A. TOMASSENE & SON
520 S. W. 6th Ave., Portland, Oregon 97204
Telephone 226-3741

OREGON AUTOMOBILE - NORTH PACIFIC INSURANCE COMPANIES

September 18, 1973

State Highway Department
Salem, Oregon 97310

Re: R. L. Coats
Contract #7922

Gentlemen:

Enclosed is the executed contract captioned above, which we trust you will find in order. The railroad protection policy is in the process of being issued and will reach you in a few days.

Very truly yours,

C. A. TOMASSENE & SON

Evelyne Wipf
Evelyne Wipf

EW/vt
enc.

NOTED
C. W. HEAD

RECEIVED
SEP 19 1973
HIGHWAY
ADMINISTRATIVE SERVICES

- 8. 7922

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9- 33	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 9-17-73	COUNTY Deschutes
		PROJECT NO. S-530(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2nd St. to S. Railroad Blvd. on Antler Ave. in the City of Redmond

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-28-73	0.135
OTHER *(Specify)*		

FUNDS Pro-rata 63.59%

ESTIMATED TOTAL COST OF PROJECT $ 99,626	FEDERAL FUNDS $ 63,352

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith
R. L. Green
(Division Engineer)

Date executed by Division Engineer September 17, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of FPM 30-4.1.

Oregon State Highway Division

Federal Aid Project
No. S-538(3)

2ND ST.-S. RAILROAD BLVD. (REDMOND) SECTION

FAS 782 AND 926 (ANTLER AVE.) DESCHUTES COUNTY

Salem, Oregon, September 6, 1973

Project Agreement Estimate

Type Code 6203
Roadway (Sta. 17+36 to Sta. 24+50)

Temporary Protection and Direction of Traffic	All Required		$ 4,000.00
Removal of Structures and Obstructions	All Required		800.00
General Excavation	All Required		1,000.00
1" - 0 Aggregate Base	1,400 cu.yds.	6.00	8,400.00
Class "C" Asphalt Concrete	580 tons	14.00	8,120.00
12-inch Concrete Pipe	30 lin.ft.	6.00	180.00
Special Concrete Inlets	5 only	200.00	1,000.00
8-inch Drain Wells, 100 ft. deep	5 only	1,000.00	5,000.00
8-inch Drain Wells, below 100 ft. depth	275 lin.ft.	6.00	1,650.00
8-inch Steel Well Casing	275 lin.ft.	4.00	1,100.00
6-inch Drain Pipe	140 lin.ft.	4.00	560.00
Concrete Curbs	1,300 lin.ft.	3.00	3,900.00
			$ 35,710.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 300.00
Railroad Protective Cost	All Required	4,500.00
Other Railroad Cost (Signal & Gates)	All Required	46,300.00
Permanent Signing	All Required	200.00
		$ 51,300.00
	Subtotal	$ 87,010.00
	14-1/2% Engineering	12,616.00
	Total	$ 99,626.00

Length of Roadway - - - - - - - - - - - .135 Miles

Cost of Roadway Per Mile- - - - - - - $737,970.37

Federal Funds	$ 63,352.00
State Funds	18,137.00
Other Funds	18,137.00
Total	$ 99,626.00

Group 1 - 100%

Contract No. 7922

Prefix: 509-1085

SALEM, OREGON
September 11, 1973

Finance Section
~~Mr. V. E. Skoog~~
~~Fiscal Officer~~

BUILDING

Attn: Mr. John Herr

Advance Deposit
2nd St.-S. Railroad Blvd. (Redmond) Sect.
FAS 782 & 986
Deschutes County

This is to acknowledge that Deschutes County's warrant (#7235) in the amount of $2,300 was received by your office. This is the correct amount for the advance deposit for this project and it is now clear for award.

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

cc: L. H. Young

deg
9/11/73

☑ ENGR. ☑ ASST. ☑ OE ☒ ~~AE~~ ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

DESCHUTES COUNTY REMITTANCE ADVICE

PAID TO: OREGON STATE HIGHWAY DEPT. ON 9/05/73
WITH WARRANT NO. 7235
PLEASE CREDIT THE FOLLOWING ACCOUNTS:

ROAD DEPT. FUND	$2,300.00
TOTAL	$2,300.00

PLEASE DETACH THIS STUB BEFORE DEPOSITING

7922

5

bc C. T. Keasey
W. [illegible] Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
W. W. Robertson
William Geibel (SAIF)

September 11, 1973

R. L. Coats
Boundary Box Newport Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The Oregon Transportation Commission on August 29, 1973, accepted your proposal for work on the 2nd Street-South Railroad Boulevard Section in the City of Redmond on FAS 782 and FAS 926 (Antler Avenue) in Deschutes County in the amount of $33,710 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Redmond and Deschutes County is received and the sum of $20,000 is deposited by the City.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7922.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 22, 1973.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7922

5

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

September 5, 1973
Salem, Oregon

To: J. B. Boyd
Right of Way Engineer

BUILDING

SUBJECT: Construction & Maintenance Agreement
Second Street-South Railroad
Avenue (Redmond) Section
FAS 782 and 926
Antler Avenue
Deschutes County

Attached are two copies of an agreement between the State Highway Division and Burlington Northern, Inc. calling for the signalization of the grade crossing at Antler Avenue in the City of Redmond along with the improvement of the grade crossing. This agreement calls for the installation of automatic flashing signals, automatic gates, along with the necessary circuits and controls and the upgrading of the track through the crossing.

The estimated cost of this signalization and protection of the crossing along with the upgrading of the track is $48,490 with 100% of this cost to be born by the State. The funds for this work will be partially State funds and partially reimbursed to the State by the Federal Highway Administration.

Please place this on the Right of Way Agenda for the Commission Meeting of September 19, 1973

J. E. Chidsey
Railroad & Utility Engineer

JEC:db
Attach.

cc: H. S. Coulter with duplicate counterparts for approval
Jack Sollis

9-6-73
signed agreements
returned to Chidsey

7922

5

August 30, 1973

R. L. Coats
Boundary Box, Newport Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The Oregon Transportation Commission on August 29, 1973, accepted your bid in the amount of $35,710 for work on the Second Street-South Railroad Boulevard (Redmond) Section on Antler Avenue in Deschutes County, which was the low bid received for that job on August 23, 1973.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as approval of the City of Redmond and Deschutes County is received and the sum of $20,000 is deposited by the City. When these conditions have been fulfilled, we will let you know.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

hs

bc C. T. Kessey
Walt Hart
J. F. Putnam
W. U. Robertson
L. H. Young
Attn: Vince Gallagher

7922

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 29, 1973

TO Memo to the File

L.H. Young

FROM L. H. Young
Office Engineer

SUBJECT 2nd St.-S. Railroad Blvd. (Redmond) Section
Oregon Project No. S-538(3)

On August 23, 1973, R. L. Coats of Bend submitted the low bid of $35,710.00, which is $4,755.00 or 15.3 percent over the engineer's estimate of $30,955.00. There were two other bids received in the amounts of $39,617.75 and $42,050.00

This is a State-County Co-op project and the Deschutes County Road Department officials and City of Redmond officials have been contacted and recommended the Highway Division award the contract to the low bidder.

The item, Temporary Protection and Direction of Traffic accounts for $3,600.00 or 75 percent of the 15.3 percent overrun of our engineer's estimate. This is a small contract for work within the city and a minor increase in bid prices results in a large percentage change. We do not believe that we would receive lower bids by readvertising, and it is the opinion of the Highway Division, City of Redmond and Deschutes County that the bid is fair and equitable.

This project was advertised for three weeks, and we were able to interest three qualified and competent contractors to bid. We are unable to make the project more attractive to the contractors, or economical to construct; therefore the Highway Division engineers, the Department of Transportation Commission, Deschutes County, and City of Redmond have determined that it is in the public interest to award the contract to the low bidder.

CL:dg

cc G. L. Green
E. S. Hunter
C. T. Keasey
R. N. Chase

RECEIVED
AUG 29 1973
OFFICE ENGINEERING SECTION

bc: L. H. Young

Deschutes County Board
of Commissioners
Courthouse
Bend, Oregon 97701

August 27, 1973

Attention: Mr. Charles Plummer
Roadmaster

Gentlemen:

On August 23, 1973, the lowest of the three bidders on the 2nd St.-S. Railroad Boulevard (Redmond) Section, FAS 782 and 926, was R. L. Coats Co., Bend, which bid is approximately 15% greater than our estimate. Since this is above the 10% limit, it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project, the following advance deposit is required from the County prior to awarding the contract:

Bid Items (Grading Portion)	$35,710.00
Flagging	300.00
R.R. Protective Costs	4,500.00
Other R.R. Costs (Signals, tracks, etc.)	46,300.00
Permanent Signing	200.00
Seeding and Mulching	200.00
10% Engineering	8,721.00
4½% Contingencies	3,924.45
Estimated Total Cost	$99,855.45

509-1065-297
5-538(2)

County Advance Deposit:
20% of $99,855.45 = $19,971.09 or say $20,000

Per the agreement for this project, this advance deposit in the amount of $20,000 is to be made up by transferring

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

$17,700 from the City of Redmond's SCA funds ($25,000 less $7,300 for the canal bridge) and the balance of $2,300 ($20,000 less $17,700) coming from local funds.

If this is acceptable to you, would you please make this adjusted balance for the advance deposit in the amount of $2,300 payable by check or warrant to the Oregon State Highway Division and forward to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:lat

cc: Mr. Edward English
City Manager

☐ ENGR. ☐ ASST. ☐ DE ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

2ND ST.-S. RAILROAD BLVD. (REDMOND) SECTION

FAS 926 (ANTLER AVE.)

DESCHUTES COUNTY

FAP No. S-538(3)
0.14 mile Grading, Paving and RR Signals — Bids Received August 23, 1973

1.	Temporary Protection and Direction of Traffic	All	Specified		$ 600.00
2.	Removal of Structures and Obstructions	All	Specified		250.00
3.	General Excavation	All	Specified		1,500.00
4.	1"-0 Aggregate Base	1,400	cu.yds.	6.65	9,310.00
5.	Class "C" Asphalt Concrete	580	tons	13.00	7,540.00
6.	12-inch Concrete Pipe	30	lin.ft.	6.50	195.00
7.	Special Concrete Inlets	5	only	250.00	1,250.00
8.	8-inch Drain Wells, 100 Ft. Deep	5	only	650.00	3,250.00
9.	8-inch Drain Wells, below 100 Ft. Depth	275	lin.ft.	7.00	1,925.00
10.	8-inch Steel Well Casing	275	lin.ft.	6.00	1,650.00
11.	6-inch Drain Pipe	140	lin.ft.	4.00	560.00
12.	Concrete Curbs	1,300	lin.ft.	2.25	2,925.00
			For Comparison of Bids		$ 30,955.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 30,955.00
Anticipated Additional Items:		
Flagging (State Share)	300.00	
Railroad Protective Costs	4,500.00	
Other Railroad Costs	46,300.00	
Permanent Signing	200.00	
Seeding and Mulching	200.00	51,500.00
		$ 82,455.00
Contingencies (4-1/2%)		3,710.48
Engineering (10%)		8,245.50
Estimated Net Authorization, Constr.		$ 94,410.98

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: 16
SECOND ST.-S. RAILROAD BLVD. (REDMOND) SEC.
ON ANTLER AVENUE, DESCHUTES COUNTY

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: JUNE 29, 1973

PAGE 1

Babler Bros Inc
Central Oregon Pavers Redmond
R L Coats Bend

QUANTITY	DESCRIPTION 30,955 00	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Traffic Temporary Protection & Direction of	1	4000	1000	1500
	L.S. Removal of Structures & Obstructions	2	800	2500	1000
	L.S. General Exc.	3	1000	2750	2000
1,400	C.Y. 1"-0 Aggregate Base	4	6	6	6
580	Tons Cl. "C" Asphalt Concrete	5	14	11 80	18
30	L.F. 12-inch Conc. Pipe	6	6	10 50	8
5	Only Special Conc. Inlets	7	200	575	500
5	Only 8-inch Drain Wells, 100 Ft. Deep	8	1000	1100	900
275	L.F. 8-inch Drain Wells, below 100 Ft. Depth	9	6	11 35	9
275	L.F. 8-inch Steel Well Casing	10	4	5 50	5
140	L.F. 6-inch Drain Pipe	11	4	8 75	8
1,300	L.F. Concrete Curbs	12	3	2 75	5
			35,710 00		42,050
				38,817 75	

® SAFECO Insurance Company of America, registered trademark owner.
PRINTED IN U.S.A.

BOND WITH SAFECO

S-1370 4/73

Form E 312X (REV. 8-72)

OREGON STATE HIGHWAY DIVISION

JOB NUMBER 16

Summary of Bids Received and Construction Authorization

Project 2ND ST-S RAILROAD BLVD (REDMOND) SECTION

Highway FAS 926 (ANTLER AVE)

County DESCHUTES

F.A. Project No. S 538003

Engineer's Estimate 30,955.00

Date Bids Received 08/23/73

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	R L COATS BEND	35,710.00
02	CENTRAL OREGON PAVERS, INC REDMOND 97756	39,617.75
03	BABLER BROS INC PORTLAND 2	42,050.00

15.3% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 35,710.00

Additional anticipated items:

FLAGGING (STATE SHARE)	300.00
RAILROAD PROTECTIVE COSTS	4,500.00
OTHER RAILROAD COSTS	46,300.00
PERMANENT SIGNING	200.00
SEEDING AND MULCHING	200.00

ENGINEER'S RECOMMENDATION

15.3% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount	$	35,710.00
Additional anticipated items:		
FLAGGING (STATE SHARE)		300.00
RAILROAD PROTECTIVE COSTS		4,500.00
OTHER RAILROAD COSTS		46,300.00
PERMANENT SIGNING		200.00
SEEDING AND MULCHING		200.00
Subtotal	$	87,210.00
4 1/2%		3,924.45
Contingencies and engineering 10%		8,721.00
Subtotal	$	99,855.45
Credit for maintenance rock		.00
Net construction authorization	$	99,855.45

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer

7922

5

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

June 21, 1973

Mr. F. B. Klaboe
State Highway Engineer
Highway Division
Highway Bldg.
Salem, OR 97310

Re: In the matter of the application of the
State of Oregon for the authority to alter
a crossing.
PUX 869 SXF 632

Dear Fred

Enclosed is a copy of Order No. 73-377 issued by the Public Utility Commissioner on June 13, 1973, relative to the above-subject matter.

Sincerely

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General

mjg
Enclosure
cc w/encs.
C. R. Burghardt
A. E. Johnson
C. T. Keasey
D. H. Moehring
J. F. Putnam
L. E. George
James E. Chidsey
R. L. Lammert
R. P. Hamilton
H. S. Cox

RECEIVED
STATE HWY ENGR
JUN 21 '73
REFER TO
FOR

Info	Inves	R/D	DIR	Sign	Act	File

Order No. 73-377

Crossing No. 28T-134.4

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 632

In the matter of the application of the)
State of Oregon by and through its State)
Highway Commission for the authority,)
pursuant to ORS 763.030 to alter a cros-) ORDER
sing of Antler Avenue, FAS 926, with the)
tracks of the Oregon Trunk Railway in the)
City of Redmond, Deschutes County, Oregon.)

On April 6, 1973, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to alter an existing railroad-highway grade crossing (known as the Antler Avenue crossing) with the tracks and right-of-way of the Oregon Trunk Railway in the City of Redmond, Deschutes County, Oregon.

By letter dated April 16, 1973, and duly filed with the Commissioner, applicant amended its application in this matter.

Copies of the application and letter of amendment thereto were duly served upon the Oregon Trunk Railway, the City of Redmond and the Board of Commissioners of Deschutes County. No objection by any party has been made to the granting of the application as amended.

Due consideration has been given to all representations in the application as amended and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application as amended should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is hereby granted.

(2) Applicant shall bear all the cost of constructing the crossing and of furnishing and installing the automatic signalization ordered herein.

(3) Oregon Trunk Railway shall:

  (a) Subject to reimbursement by applicant, construct the crossing and furnish and install at the crossing two Commissioner's Standard No. 2 flashing light signals equipped with gongs and two Commissioner's Standard No. 4 automatic gate signals;

  (b) Maintain the automatic signalization ordered herein and maintain that part of the crossing lying between lines drawn two feet outside each rail and bear all the cost thereof; and

  (c) Notify the Commissioner upon completion of the project.

(4) Subject to reimbursement by Deschutes County, the City of Redmond shall maintain that part of the crossing area lying outside lines drawn two feet outside each rail.

(5) Deschutes County shall bear all the cost of maintaining that portion of the crossing area lying outside lines drawn two feet outside each rail.

Made, entered, and effective June 13, 1973.

Richard W. Sabin

Richard W. Sabin
Public Utility Commissioner

7922

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April 10, 1973

Board of County Commissioners
Deschutes County
Courthouse
Bend, Oregon 97701

Attention: Rosemary Patterson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 51628

Gentlemen:

Attached for your records is a fully executed copy of a construction finance agreement concerning improvement of 2nd Street-S. Railroad Boulevard Section on Antler Avenue in Redmond on FAS 926.

A fully executed copy of this agreement is being sent to the City of Redmond, and one is being retained for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

ds
Attachment

bc H. S. Cox

April 10, 1973

City of Redmond
City Hall
Redmond, Oregon 97756

Attention: Mrs. Marjorie States
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a construction finance agreement concerning improvement of 2nd Street-S. Railroad Boulevard Section on Antler Avenue in Redmond on FAS 926.

A fully executed copy of this agreement is being sent to the Deschutes County Board of Commissioners, and one is being retained for the Commission's files.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

ds
Attachment

bc H. S. Cox

7922

5

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

March 28, 1973

RECEIVED
STATE HWY ENGR
MAR 29 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Lon Topaz
Assistant Commissioner of Rail,
Air and Marine
200 Public Service Building
Salem, Oregon 97310

Re: In the matter of the application of the State of Oregon by and through its State Highway Commission for the authority, pursuant to ORS 763.020 to alter a crossing of Antler Avenue, FAS 926, with the tracks of the Oregon Trunk Railway in the City of Redmond, Deschutes County Oregon.

Dear Mr. Topaz:

Enclosed is an original and six copies of the Application of the State Highway Commission in the above-subject matter.

Two of the copies are for service upon Oregon Trunk Railway, one copy for service upon Deschutes County, one copy for service upon City of Redmond, and two copies are for use by your office.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
Enclosures
cc: ✓ F. B. Klaboe
J. F. Putnam
C. T. Keasey
James E. Chidsey

RECEIVED
MAR 30 1973
Office of
Assistant State Highway Engineer

PUC Docket No. ______________

Crossing No. 28T-134.40

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

Formal Title:

In the matter of the application of the State of Oregon by and through its State Highway Commission for the authority, pursuant to ORS 763.020 to alter a crossing of Antler Avenue, FAS 926, with the tracks of the Oregon Trunk Railway in the City of Redmond, Deschutes County, Oregon.

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY GRADE CROSSING

1. Name of Applicant: Oregon State Highway Commission, State Highway Building, Salem, OR 97310.

2. Statutory authority under which this application is made ORS 963.020.

3. Location of proposed project:
City or Town Redmond
Nearest Railroad Station
County Deschutes. The proposed project is in the SW 1/4 of the SW 1/4 of Section 10, Township 15S, Range 13E, Willamette Meridian.

4. This project involves a public highway known as Antler Avenue, FAS-926.

5. This project involves the tracks of the Oregon Trunk Railway, (Burlington Northern Inc. leasee) at railroad milepost 134.40.

6. Is it possible or practical to construct the street or highway above or below grade? No

If no, why not? It is not economically feasible to construct an overcrossing at this time.

7. List the proper parties of interest:

A. Oregon State Highway Division
B. Oregon Trunk Railway
C. City of Redmond
D. Deschutes County

8. What is to be the average daily traffic volume on the highway?

A. Upon completion of project 1,800 (number of vehicles).
B. Expected within five years after completion 2,340 (number of vehicles).

If this is to be a new crossing, explain how the estimate was made and the growth in traffic expected over the next five years. NOT APPLICABLE

9. Observed (or anticipated average vehicle speed over the crossing 25 MPH.

10. What is (to be) the average number of train movements over the crossing per day? Passenger 0; Freight 10; Switch 15.

11. What is the maximum allowable train speed over the crossing 35 MPH.

Typical train speed: Passenger ______; Freight 35; Switch 5 - 10 MPH
Slowest normal train speed: 5.

12. The proposed street or highway will approach the crossing on the descending grade of 2.55 % from the west, and on ascending grade of 4.04 % from the east.

13. Describe the general nature and intent of the project. Antler Avenue will be reconstructed to accommodate two 12-foot travel lanes, two 10-foot parking areas for a total width of 44 feet between curbs.

14. Is the construction contemplated necessary for the service, accommodation and convenience of the public? Yes If yes, why? to provide a more safe highway for the traveling public.

15. Is the vision of trains approaching the crossing limited from:

A. A point on the highway 50 feet from the intersection? Yes
B. A point on the highway 400 feet from the intersection? Yes

16. Will vision of signal devices (including crossbucks) to be installed at the crossing be obstructed from the view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? No.

17. List types of protection to be installed:

A. Protection Type Flashing lights with crossing gates

1. Who will perform the installation? Oregon Trunk Railway
2. Who will pay for said installation? Oregon State Highway Division
Percent of Cost 100%.
3. Who will perform the maintenance? Oregon Trunk Railway
4. Who will pay for said maintenance? Oregon Trunk Railway
Percent of Cost 100%.

18. Who will construct the crossing? Oregon Trunk Railway

19. Who will pay for such construction? Oregon State Highway Division
Percent of Cost 100%.

20. Who will maintain the crossing?

A. Between the rails and for a distance two feet outside thereof Oregon Trunk Railway.
B. Remainder of crossing area City of Redmond.

21. Who will pay for said maintenance?

A. Between the rails and for a distance two feet outside thereof Oregon Trunk Railway.
B. Remainder of crossing area Deschutes County.

22. Other items of construction and cost distribution:

Antler Avenue will be reconstructed between 2nd Street and Railroad Boulevard, A total distance of 714 feet including the new bridge over the Butte Irrigation Canal. The cost of the project will be apportioned thus: 60% Federal aid
20% Deschutes County
20% State

23. Are the maps and drawings required by OAR 43-045 attached to this application? Yes (See attached Map # 9B-10-11 for details).

24. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

28T-133.30	Redmond, Negus Rd.	2 Cross bucks with 2 Stop Signs
28T-133.80	Redmond, NE Hemlock Ave.	2 Cross bucks with 2 Stop Signs
28T-134.60	Redmond, Evergreen Ave.	2 Flashing lights 2 Illuminairs
28T-135.40	Redmond, Obsidian Ave.	2 Flashing lights 2 Cross bucks

25. Upon completion of this project, will it be possible to close any existing crossings in the area? No .

If no, explain why not. All existing crossings are necessary for the traveling public.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 28 day of March, 1973.

A E Johnson
(Applicant)

(Attorney)

I, A E Johnson, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 28th day of March 1973.

(Notary Public for Oregon)

My Commission Expires: 12-18-76

Certified to be a true and correct copy of the original and of the whole thereof.

Assistant Attorney
Of Attorneys for

TRANSACTION NUMBER 3-64

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-28-73

BY (Signature): MR. L.H. YOUNG'S MARCH 23, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1*: ITEM NOS. ______ THRU ______

STAGE 2: ITEM NOS. 1110 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
1110	S-538(3)	0.135	95,000	60,300

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
2ND STREET-SOUTH RAILROAD BLVD. (REDMOND) SECTION. DESCHUTES COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT, INSTALL RAILROAD SHORT ARM GATES WITH GONGS AND CANTILEVER FLASHING LIGHTS. RAILROAD PROTECTIVE SERVICES INCLUDING PREPARATORY WORK.

RECEIVED
STATE HWY ENGR
MAR 29 '73
REFER TO
Young - cy Hunter/file
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3-30-73

3-28-73

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
E. S. HUNTER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-28-73	fa VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

7932

Copy to:- John Oaks
R.N. Chase
C.G Swenson
J.F. Putnam Reg IV

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

3-27-73

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 782 and 926

Project Name 2nd Street-S. Railroad Blvd (Redmond) Section, Antler Avenue

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon,

this 27th day of March, 1973.

Deschutes County

Chairman

Commissioner

Albert A. Young
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAR 28 1973
☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

(5/12/70)

7925

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 23, 1973

TO
V. V. Cusack, Acting Division Engineer
~~[illegible], Division Engineer~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

SUBJECT
Program Data Submission
Project S-538(3)

We are submitting program data for one Secondary Project, Item No. 1110, Project No. S-538(3), "2nd Street-South Railroad Blvd. (Redmond) Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on April 26, 1973.

One copy each of State and District 10 Clearinghouses' letter of approval dated February 11, 1972 and March 1, 1972 was previously submitted under Project S-538(2).

The work extends into FAS 787 for a distance of approximately 200 feet (one block), as it is necessary to construct a gradient that conforms with present design criteria. Two primary control points affecting the gradient are the Pilot Butte Canal Bridge and the railroad tracks. Because the overlap into FAS 787 is required for the overall project it is our consensus that this is not enough of a factor to justify the programing of a separate project. We request your concurrence in this matter.

Enc.
JG:pr

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

3-23-73

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. 2nd St. to S. RR Blvd.(Redmond)	ADT	PRESENT 1800*	FUTURE 2900	YEAR 93	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., H.T. Pave., RR Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) S	NUMBER 538

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Deschutes	CODE 017
	NAME OF URBAN AREA	ROUTE NO. S	FEDERAL-AID 926 · STATE Co.Rd. · U.S.

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		Co. Rd. 2nd St. to S. Railroad Blvd. on Antler Ave. in the City of Redmond					
5					ROW							
5					CONST (CODE) 6203 Y040 Y018		"2nd St.-S. Railroad Blvd. (Redmond) Section"	0.135	95,000	60,300	17,350	17,350 (Co.)
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.135	95,000	60,300	17,350	17,350 (Co.)
1	14	PROGRAM APPROVAL DATES										

Gr.,
a 44
with
10'
Inst
gate
cant
ligh
tive

ROW-
Acce
Park
none
incl
work

REMARKS Additional Data: Item No. 1
Project No

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

73

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(Redmond)		1800*	2900	93	10	Oregon	35	022	1110

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					S	538	(3)		

COUNTY NAME	CODE
Deschutes	017

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	926	Co.Rd.	

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
on						Gr., dr., H.T. pave a 44' curbed section with 2-12' lanes & 10' parking areas. Inst. RR short-arm gates with gongs & cantilever flashing lights. RR protective service required.
oad	0.135	95,000	60,300	17,350	17,350 (Co.)	ROW-60' normal; Access control-none; Parking restrictions-none; RR adj. required including preparatory work.
T S	0.135	95,000	60,300	17,350	17,350 (Co.)	

REMARKS Additional Data: Item No. 1101;
Project No. S-538(2)

(OVER)

USCOMM DUSCOMM-DC 48905-P61

2ND ST. - S. RAILROAD BLVD. (REDMOND) SECTION

PROJECT NO. S-538(3)

EXISTING FACILITY:
Roadway - - - 22-foot oil mat surface with 8-foot gravel shoulders.
Structure - - Conc. slab bridge, L. 30', H.C. 44', 5-foot walk each side—this bridge constructed under Project S-538(2) and to remain in place.
RR Crossing - For information see "Railroad Crossing Data" below.

ADJACENT FACILITY: 22 foot oil mat surface with 8-foot gravel shoulders.

PROJECT DATA: The work consists of grade, drain and high-type pave a 44-foot curbed facility providing two 12-foot traffic lanes with 10-foot parking areas, signing and other incidental work common to this type of project. Install railroad short-arm gates with gongs and cantilever flashing lights. Railroad protective service required.

NOTE: The railroad company will install the signals, adjust rail facility and salvage existing signals.

*The DHV is 210 for this location.

RAILROAD CROSSING DATA:
Name- - - - - - - - - - - - - Oregon Trunk Railway (Burlington Northern Inc.)
No. of Tracks - - - - - - - - Four total consisting of one mainline, one siding and two spurs.
No. of Trains - - - - - - - - 20 per day consisting of 8 thru Burlington Northern, 2 thru Union Pacific and 10 switch movements, Union Pacific.
No. of High-speed Trains- - None.
Existing Protection - - - - Flashing lights.
Proposed Protection - - - - Flashing lights, gongs & short-arm gates.
Railroad Benefit- - - - - - None.

EXCEPTIONS TO MINIMUM STANDARDS: None.

SYSTEM ACTION, AIRPORTS, WATER DEVELOPMENTS, HISTORICAL AND RECREATIONAL AREAS: None involved.

NEGATIVE ENVIRONMENTAL DECLARATION: Concurred in by FHWA April 24, 1972.

STATE AND DISTRICT 10 CLEARINGHOUSE: Approval letters dated February 11, 1972 and March 1, 1972, respectively.

PUBLIC HEARING:

LOCATION/DESIGN AP
Plan.

ROUTE DATA: This
travel.

RELOCATION ASSISTAN
additional right-

CONTROL OF UTILITI
authority to con
project. A State
paragraph 6d(1)

UNUSUAL CIRCUMSTAN
approximately 200
gradient that conf
points affecting th
railroad tracks.
overall project it
justify the progra

RAILROAD COSTS:
Adjustment of tr
Inst. short-arm
(Type Code Y01
Protective Servic

DOCUMENTATION FOR
in paragraph 4b of
since the present
not be changed, so
flow patterns.

RAILROAD BLVD. (REDMOND) SECTION

PROJECT NO. S-538(3)

l shoulders.
ot walk each side--
38(2) and to remain

ta" below.

l shoulders.

pe pave a
with 10-foot
this type of
ntilever

rail facility

ton Northern Inc.)
mainline, one

Burlington
and 10 switch

rt-arm gates.

ND RECREATIONAL AREAS:

April 24, 1972.

ted February 11, 1972

PUBLIC HEARING: None required under provisions of paragraph 6c of PPM 20-8.

LOCATION/DESIGN APPROVAL: Granted August 23, 1972 under the Secondary Road Plan.

ROUTE DATA: This is a city street and serves commercial and industrial travel.

RELOCATION ASSISTANCE PAYMENTS: None involved as project does not require additional right-of-way.

CONTROL OF UTILITIES: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

UNUSUAL CIRCUMSTANCES: The work extends into FAS 787 for a distance of approximately 200 feet (one block), as it is necessary to construct a gradient that conforms with present design criteria. Two primary control points affecting the gradient are the Pilot Butte Canal Bridge and the railroad tracks. Because the overlap into FAS 787 is required for the overall project it is our consensus that this is not enough of a factor to justify the programing of a separate project.

RAILROAD COSTS:

Adjustment of track & crossing surface (Type Code Y040)	$10,000
Inst. short-arm gates with gongs & flashing lights (Type Code Y018)	20,000
Protective Service	1,800
	$31,800

DOCUMENTATION FOR REQUIREMENTS OF IM 20-4-72: The seven items set forth in paragraph 4b of IM 20-4-72 are not applicable to the proposed project since the present location and design of the existing highway facility will not be changed, so there will be no alteration of land use or traffic flow patterns.

7922

5/

March 23, 1973

TO: Executive Department
Federal Aid Coordination Unit

FROM: L. H. Young
Office Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Section Name & FHRS No.
1110	S-538(3)	2nd St.-S. Railroad Blvd. (Redmond) #7201-2-170

Enc.
cc: R. N. Chase
B. L. Gifford
JG:pr

SALEM, OREGON
March 16, 1973

Mr. L. H. Young
Office Engineering

BUILDING

Attn: Mr. R. N. Chase

W. City Limits-Mason Street (Sheridan)
FAS 907
Yamhill County

✓ 2nd Street-S. Railroad Blvd. (Redmond)
FAS 926
Deschutes County

Herewith is the information for programing this project with the Federal Highway Administration.

As yet we do not have the railroad agreement for these projects, but the Railroad has promised it by March 26, 1973.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

☑ ENGR. ☑ ASST. ☑ OF [illegible] ☑ DE
☑ [illegible] ☑ [illegible] R [illegible] ☐

ADT 1[illegible]2-1,800 DHV 1972-210 SAFETY: Yes
1992-2,900 1992-340

MEMO TO R. N. CHASE Date: ____________________

FAS 926, Deschutes COUNTY, 2nd Street-S. Railroad Blvd. (Redmond) SECTION

TERMINI: Within the city limits of the City of Redmond on Antler Avenue

PROPOSED WORK: Grade, drain, base, curb, pave, and RR signals.

PROJECT LENGTH: Approximately 650 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	95,000	57,000	19,000	19,000	

EXISTING FACILITIES: 22' oiled roadway with 8' gravel shoulders. New bridge constructed by project #S-538(2). Existing traffic signals for the RR crossing are flashing lights and "X" bucks.

ADJACENT SECTIONS:

~~NORTH~~/EAST END:
Two 11' oil mat travel lanes and 8' gravel shoulders

~~SOUTH~~/WEST END:

PROJECT DATA: Construct a roadway which is 44' between curbs, having two 12' travel lanes with 10' parking lanes. Paving to be AC. Railroad to improve grade crossing and install signals, existing signals are to be salvaged by railroad.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None

RAILROAD CROSSING: One main line and 3 siding tracks. 10 through trains per day at 35 mph and 10 U.P. switching movements per day @ 5-10 mph.

MINIMUM DESIGN STANDARDS: No deviations from standards.

SYSTEM ACTION: Completed

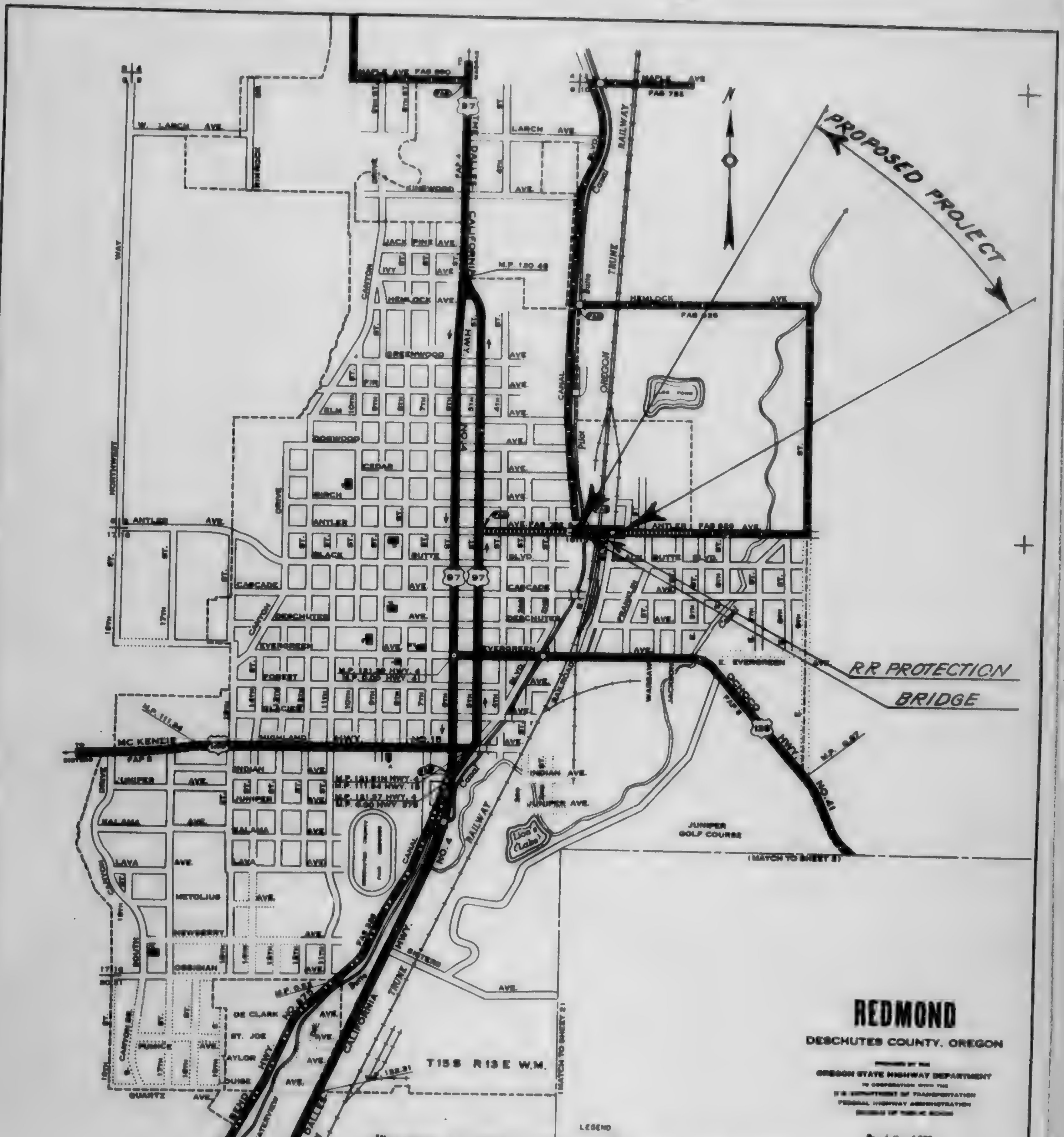
PUBLIC HEARING: Not required per Para. 6c of PPM 20-6. See memo dated 3/20/72.

UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This is a street within the City of Redmond and serves commercial and industrial travel.

Park and recreation area affected - No
Relocation assistance - No one moved

Social, economic & environmental effects considered - Yes
Location and design approved - 8/23/72
Clearinghouse approved - 2/11/72
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
COG -(A-95) review - 3/1/72
Negative Declaration - 4/24/72


PROPOSED PROJECT
R.R PROTECTION
BRIDGE
N
W. LARCH AVE.
LARCH AVE.
KINGWOOD AVE.
JACK PINE AVE.
IVY AVE.
HEMLOCK AVE.
HEMLOCK
GREENWOOD AVE.
FIR
ELM
DOGWOOD AVE.
CEDAR
BIRCH
ANTLER AVE.
BLACK BUTTE BLVD.
CASCADE
DESCHUTES AVE.
EVERGREEN AVE.
E. EVERGREEN
FOREST
GLACIER
HIGHLAND HWY. NO. 15
MC KENZIE
FAP 5
INDIAN AVE.
JUNIPER AVE.
KALAMA AVE.
LAVA AVE.
METOLIUS AVE.
NEWBERRY
OBSIDIAN
DE CLARK AVE.
ST. JOE
TAYLOR
QUIGE AVE.
QUARTZ AVE.
PUMICE AVE.
SALMON AVE.
FAS 786
CANYON
NORTHWEST WAY
CALIFORNIA HWY.
THE DALLES CALIFORNIA HWY.
THE OREGON TRUNK
OREGON TRUNK RAILWAY
CANAL
LOG POND
LION'S LAKE
JUNIPER GOLF COURSE
OCHOCO HWY. NO. 41
REDMOND HWY.
WATERVIEW
FAP 4
FAS 826
FAS 785
M.P. 120.46
M.P. 121.35 HWY. 4
M.P. 111.54
M.P. 0.87
(MATCH TO SHEET 2)
T15S R13E W.M.
97
126
REDMOND
DESCHUTES COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Population 4,035
Scale in Feet
SHEET ARRANGEMENT
1
2
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

March 13, 1973

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer
Roadmaster

Gentlemen:

Enclosed are three copies of a triparty agreement in connection with the 2nd Street-S. Railroad Blvd. (Redmond) Section on Antler Avenue, FAS 926.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 14½% for engineering and contingencies will be the basis for the county advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and forward three signed copies to Mr. Edward English, City Manager of Redmond. By copy of this letter we are requesting that Mr. English then have the agreement approved and signed by the Mayor and Recorder, and return all three signed copies to this office, together with three copies of a city resolution authorizing the Mayor and Recorder to sign the agreement. (Suggested resolution form is enclosed for City's convenience.)

After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned to the county and city for their respective records.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt
Encl.
cc: Mr. Edward English, Redmond

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

MONDAY - 1-22-73

72,183 - 72490 307 miles

GRASS VALLEY-

Met with Councilman Kenny —, the Mayor was gone all day making funeral arrangements and City Recorder was sick with bad flu. At the Post Office I told Councilman how to fill out forms and to change Resolution if it was too confusing. He will relay info to Mayor and Recorder.

MADRAS -

Stopped by City Hall, Miller was out, left a card and left.

REDMOND -

Stopped at bridge site, old bridge out and crew was installing conduit with water line inside. Trench was 3-4 feet south of extg. line and about 2 feet below. Talked with Taylor Maclay, he said location was okay and they could make future connections ok. 3 men with shovels completing exc. for west footing.

2nd St. - S RR Blvd (Kalmore)

MEMORA...

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL
U.S. MAY 12, 1966

PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR PAYMENT UNDER SECONDARY ROAD PLAN

(PPM 20-5 and PPM 30-6)

D. O. VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

ADDRESS State Capitol Building, Salem, Oregon 97310

STATE Oregon	FEDERAL AID PROJECT NO. S-538(2)
PROGRAM APPROVED 9-5-72	VOUCHER PERIOD From: 9-5-72 To: 3-29-73

FOR PRO-RATA SHARE OF THE UNITED STATES OF ACTUAL COST OF WORK ON THE ABOVE-MENTIONED PROJECT

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT*
35,176.98	$34,351.38	63.59%	$22,162.00	$22,162.00	$0.00	

	DATE	BY
RECEIVED FHWA DIVISION OFFICE		
AUDIT MADE		
FORWARDED BY FHWA DIVISION OFFICE		Oregon
PASSED FOR PAYMENT		V.E. Skoog, Fiscal Officer, OREDOT

0.00

*Payee must not use this column.

FORM PR-21A (REV. 12-71) PREVIOUS EDITIONS ARE OBSOLETE

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	2nd St. - S.Railroad Blvd. (Redmond) Section					
	Deschutes County					
	Construction Type Code X080 Bridge No. 10013 (Sta. 20 + 20 to Sta. 20 + 50)(Contr. 7841) Final Contract Payment Summary		Lump Sum		$30,305.58	
	Construction Engineering State		All Required		$ 4,545.80	
	Total Participating Cost				$34,851.38	
	Non-Participating Items Construction Engineering		All Required		$ 325.00	
	Total Non-Participating Cost				$ 325.00	
	Total Cost				$35,176.98	
	AMOUNT CARRIED FORWARD					

8 9037

Summary of Completed Federal Aid Work

2nd St. - S. Railroad Blvd. (Redmond) Section

S-538(2)

Description	Type Code	Roadway Width	Total Cost	F.A. Funds	Total Length
Bridge No. 16013 (Sta. 20+20 to Sta. 20+50)	X080	44 ft.	$35,176.98	$22,162.00	0.006 Miles

```
COST SUMMARY
                                                            SEPTEMBER 1974          PAGE  104
3 OR DEPARTMENT     PREFIX      FUNCTION  GR  CURRENT MONTH       FISCAL          GRAND TOTAL     ACTIVE
                 509   1074      297    00   0                YEAR TO DATE        TO DATE         REG
                                 TOT    00                                         2,569.39        70
                           ** JOB TOTALS **                       **                **             **

TAL BRIDGE      CONT NO 7675 . FA PROJ NOS 8    082002 100
                 509   1079      201    00 P 1                                                   STATE
                 509   1079      296    00 N 9                                     32,475.81       72
                 509   1079      297    00 N 9                                     20,297.00CR     72
                 509   1079      298    00 N 9                                      5,300.00       72
                 509   1079      900    00 P 1                                     23,297.00       72
                 509   1079      900    00 N 1                                      4,199.71       72
                                 TOT       P1                                        190.25        72
                                 TOT       N1                                      36,675.52
                           ** JOB TOTALS **                       **                 190.25
                                                                            **     36,815.77  **

AD BLVD         CONT NO 7641 . FA PROJ NOS 8    538002  82
                 509   1082      201    00 P 1  Bridge - Gat Payments  30 305.55  {  8   538002  10 STATE
                 509   1082      201    00 P 8  Bicycle   ..                      {  24,915.08     73     7
                 509   1082      296    00 N 9                                      5,390.47       73     7
                 509   1082      298    00 N 9                                     22,162.00CR     73     7
                 509   1082      900    00 P 1                                     22,162.00       73     7
                 509   1082      900    00 P 8                        4545.83  {    3,733.98       73     7
                 509   1082      900    00 N 1                                 {     811.85        73     7
                 509   1082      900    00 N 8  Bicycle Path          325.60   {     267.09        72     7
                                 TOT       P1                                  {      58.56        72     7
                                 TOT       P8                                      28,649.06
                                 TOT       N1                                       6,202.32
                                 TOT       N8                                        267.09
                           ** JOB TOTALS **                       **                  58.56
                                                                            **     35,176.98  **

15 653          CONT NO 7642 . FA PROJ NOS 8    177003 100
                 509   1083      201    00 P 1                                                   STATE
                 509   1083      201    00 N 1                                     24,980.68       73     7
                 509   1083      206    00 N 1                                       549.30        73     7
                 509   1083      296    00 N 9                                         2.79        73     7
                 509   1083      297    00 N 9              1,540.82CR             23,669.51CR     72     7
                 509   1083      298    00 N 9              1,540.82                5,740.82       72     7
                 509   1083      900    00 P 1                                     17,923.69       73     7
                 509   1083      900    00 N 1                                      3,705.96       73     7
                                 TOT       P1                                        119.50        72     7
                                 TOT       N1                                      28,186.39
                           ** JOB TOTALS **                       **                 666.79
                                                                            **     28,853.08  **

REDMOND)        CONT NO 7922   FA PROJ NOS 8    538003 100
                 509   1085      201    00 P 1                                                   STATE
                                                            19,734.30              31,761.30       75     7

F 201 00 N 1
```

2nd st -
RR Blvd Sec
(Redmond)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7922

August 25, 1972

SPOKESMAN

Redmond, Oregon 97756

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the City of Redmond, Deschutes County, Oregon, relative to the proposed construction of the Second Street-S. Railroad Boulevard Section on Antler Street.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Wednesday, August 30, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. F. Putnam, Regional Engineer in Bend, phone 382-1911.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice

cc: Federal Highway Administration
Programing
Planning
Accounting: 509-1455-980
County and City
Public Affairs
J. F. Putnam, Region 4
Deschutes County Board of Commissioners
City of Redmond

George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroe
V. D. Wolfe
F. L. Hall
W. J. Hart
D. H. Moehr
R. N. Chase
B. L. Gifford

RECEIVED
AUG 25 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Deschutes County Board of Commissioners, has approved the location and design of the 2nd Street-S. Railroad Boulevard (Redmond) Section of Antler Avenue in Redmond, Deschutes County, effective August 23, 1972.

The proposal consists of grading, draining, curbing and paving a street section 44 feet wide between curbs, plus installation of railroad signals at the Oregon Trunk Railroad crossing and the construction of a bridge over the C.O.I. Canal 44 feet wide with 5-foot sidewalks.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:lat
8/25/72

SPOKESMAN, Redmond

FOR FILING
FORM E-30 (REV. 10-68)

7922

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 23, 1972

SUBJECT: 2nd St.-S. Railroad Blvd.
Antler St., FAS 926
City of Redmond
Deschutes County

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

Robert H. Prange
Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Att.

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

NOTED
R. L. SCHROEDER

RECEIVED
AUG 24 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

SP*52475-734

LOCATION - DESIGN APPROVAL

COUNTY: DESCHUTES

SECTION: 2nd St.-S. Railroad Blvd. (Redmond)

FAS NO.: 926

ROAD NAME: Antler Street (City of Redmond)

PROJECT DESCRIPTION:

Grade, drain, curb, base and pave street section 44 feet between curbs. Construct reinforced concrete bridge 30 feet long and 44 feet wide. Install railroad signals with droparms.

ESTIMATED COST: $130,000

HIGHWAY COMMISSION APPROVAL: January 11, 1972

HEARING: None required

STATE CLEARINGHOUSE REVIEW: February 11, 1972

SECTION 204 REVIEW: None required

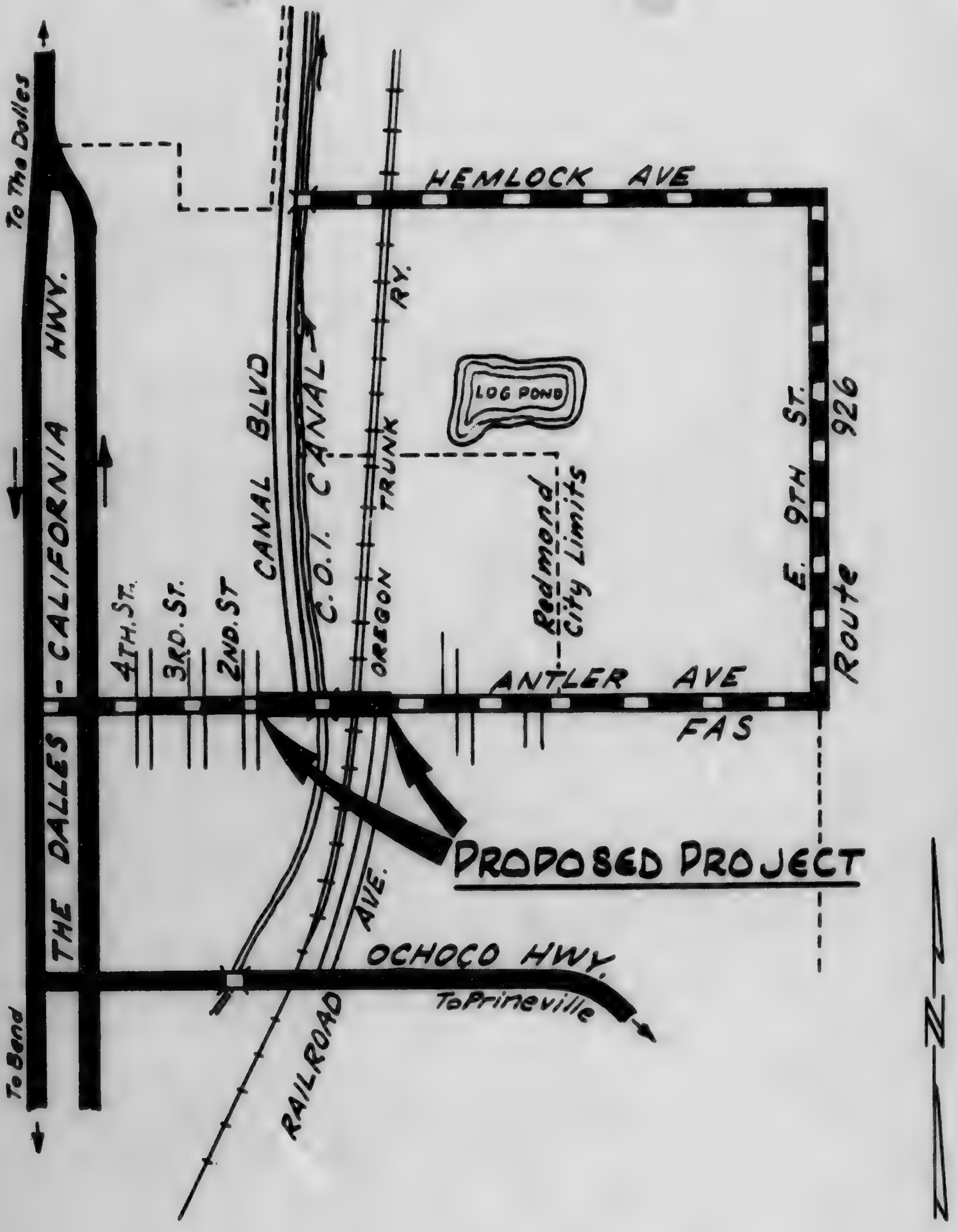
HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration, FHWA concurrence April 4, 1972

REMARKS:

APPROVED: August 23 1972

Assistant State Highway Engineer


To The Dalles
THE DALLES - CALIFORNIA HWY.
To Bend
HEMLOCK AVE
CANAL BLVD
C.O.I. CANAL
OREGON TRUNK RY.
LOG POND
Redmond City Limits
E. 9TH ST.
Route 926
4TH. ST.
3RD. ST.
2ND. ST
ANTLER AVE
FAS
PROPOSED PROJECT
RAILROAD AVE.
OCHOCO HWY.
To Prineville
N

CANAL BLVD. - RAILROAD AVE. SECT.

ANTLER AVE.
City of Redmond
Deschutes County

7922

1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

RECEIVED
AUG 18 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 16, 1972

cc's sent 8/17/72 to:

E. S. Hunter ✓
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
L. W. Rulien (2)
J. F. Putnam (2)
W. E. Schwartz (2)

NOTED
E. S. HUNTER

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

This is in reply to your letter of August 8, 1972, relative to the following projects:

1. Southeast 92nd Avenue, O'Xing and Phillips Creek
2. Clarno Section, Shaniko-Fossil Highway
3. Second Street, South - Railroad Blvd. (Redmond)

We concur with the comments of Mr. Carnegie in his letter to you dated August 10, 1972.

The opportunity to review the plans is appreciated.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

_____Hall_____
_____A. Olsen_____
_____Terpin_____
_____Stott_____
_____Swenson_____
_____R. Olson_____
_____Trout_____

RECEIVED
AUG 17 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring up____/____/____
Other________

FISH
COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

7922

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AUG 15 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

August 10, 1972

cc's sent 8/14/72 to:

E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
L. W. Rulien (2)
J. F. Putnam (2)
W. E. Schwartz (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sirs:

The following titled projects transmitted to us by your letter dated August 8, 1972 have been reviewed:

1. Southeast 92nd Avenue, O'Xing and Phillips Creek
2. Clarno Section, Shaniko-Fossil Highway
3. Second Street, South - Railroad Boulevard (Redmond)

The John Day River, in Item No. 2 supports substantial runs of anadromous fish, thus water quality and fish passage must be maintained. Construction work in the flowing stream should be done between June 20 and August 30.

Our main interest in Items No. 1 & 3 is maintaining water quality.

We appreciate the opportunity to review these projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon State Game Commission

NOTED
E. S. HUNTER

RECEIVED
AUG 14 1972
DESIGN
SECTION

Olson

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not file ☐
Return To
Bring Up ___/___/___
Other

RECEIVED
[illegible]

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7922

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

May 11, 1972

Ms. June E. Brothers, Editor
The Redmond Spokesman
P. O. Box 785
Redmond, Oregon 97756

Dear Ms. Brothers:

Since my letter of April 27 to you concerning the proposed highway project on the Canal Boulevard-Railroad Boulevard Section of Antler Street (FAS 926) in Redmond, there has been a change in our scheduling calendar and I understand the project is now listed for the September, 1972, bid letting.

I understand the change was made at the request of Redmond city officials. I am sorry that I did not know of the change prior to my previous letter.

Sincerely,

George M. Baldwin
Administrator of Highways

By Original Signed
JOHN J. EARLEY

John J. Earley
Public Information Officer

NOTED
TOM EDWARDS

JJE:me

cc George M. Baldwin
Tom Edwards ✓
Gary L. Sund
Bill Tebeau

RECEIVED
MAY 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form 8-123

4-28-72

MADRAS -

Dick Cowden
Recorder Mr. Miller

Dick says city will apply for "C" St Bridge only, county council feels Bull St is not needed @ this time.

CULVER -

Noone at City Hall - No Contact

REDMOND - Taylor McClay Supt.
Edward English - City Mgr.
2nd St. to Railroad Blvd - antler St.
8" Water Main - 18" under Ditch grade Cover - to be replaced by 12" main
12" main to be in before road is reconstructed - City to install 12" main in 8" main loc. when bridge is out.
April 1 ditch is filled. Steel Pipe - New

9-28-72
Scheduled

SISTERS -

Mrs. Smith
Mark Winkle - Noon @ City Hall
Talked with Mrs. Smith re Streets, etc.
Data Sheets should be in office now.

2nd St. - S. Railroad Blvd (Redmond) Section

FAS 426-[illegible]

structure

ESTIMATE

No.	Item	Quantity	Price	Amount
1	Remove Old Bridge	All Spec.		2000
2	Shoring, Cribbing, Etc.	All Spec.		5000
3	Structure Excavation	180 Cu. Yds	15 -	2700
4	Structure Excavation Below Elevations Shown	20 Cu. Yds	20 -	400
5	Class A Concrete (49 cy @ $100)	All Req'd		4,900
6	Class A Concrete in Irrigation Structures	12 Cu. Yds.	.110 -	1320
7	4'x30'/35' Prestressed Slabs	14 Only	1100 -	15,400
8	Reinforcement (4600 lbs @ 0^{18})	All Req'd		828
9	Reinforcement in Irrigation Structures	1300 Lbs.	0^{20}	260
10	Three Tube Metal Railing	77 Lin Ft	25 -	1925
11	Trench Excavation	46 Cu. Yds.	8 -	368
12	8-inch Irrigation Pipe	14 Lin Ft	5 -	70
13	~~8~~ 15-inch ~~Street Crossing~~ Culvert Pipe	40 Lin Ft.	8 -	320
				$25,491

Extra Work:

Furnish Riprap on Disturbed Canal Slopes	$200
Repair Cracks and Fractures in Canal	$200

RECEIVED
COUNTY & CITY SECTION
SEP 22 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AF ☑ UE
☑ DPE ☑ CE ☐ RE ☐ DPE ☐

✓

MADRAS - A.P. Miller, Recorder
Judge Read

Met Russ Sumner @ "C" St. Bridge, so went to see the Judge with him. Judge said that the Court was going along with what ever the City wanted which was a bridge, approaches, etc. all on contract. He agreed to relinquish parts of County roads to City involved in project and the city to Maintain. Russ needs help with application

Met with Bud Miller, discussed data forms and project with him. He agreed to accept as City St., roads involved in project and City to maintain

---

Redmond -

Met with Taylor McClay, told him that we thought replacement of the water main under the bridge should be part of the contract at City's expense. He agreed, then went into city hall and broke into a meeting to talk with Mr English and they decided since budget was voted down they would be unable to replace any of the water main this year, so will leave water lines as is.

SISTERS - M.J. Hunking 4 pictures

C wants 24' road with 4' paved sho. for bikes

Met with Mr. Hunking and Marguerite Smith, they said Jefferson is the St. that needs repair since logging trucks turn off of Elm and use Jefferson to get to the Hwy. Mr. Hunking says there is 9" Cinder base with oil mat on St. The oil surface is in pretty good shape except the shoulders are beginning to ravel out. Street is in too good of shape for reconstruction but doubt if base could be salvaged. Not a good project Lots of Kids on Street. He says riverrun rock and cinders are available in Sisters but A.C. comes from Tumalo

RECEI
MAY 1 - 2
FOR FILING

OREGON STATE
HIGHWAY DIVISION
~~HIGHWAY BUILDING~~ • • • SALEM, OREGON • • • 97310

Noted
GEORGE M. BALDWIN

7922

April 27, 1972

Ms. June S. Brothers, Editor
The Redmond Spokesman
P. O. Box 785
Redmond, Oregon 97756

Dear Ms. Brothers:

In furtherance of the Highway Division's policy of keeping you fully informed concerning proposed highway projects in your circulation area, I am enclosing a copy of a negative declaration pertaining to the Canal Boulevard-Railroad Boulevard Section of Antler Street (FAS 926) in Redmond.

As indicated, no public hearing is required on this project. The project is expected to be listed for bid letting in the spring of 1973.

I hope this information will prove of benefit. If we can be of any further assistance, please let us know.

Sincerely,

George M. Baldwin
Administrator of Highways

By Original Signed
JOHN J. EARLEY

John J. Earley
Public Information Officer

JJE:me
Encl.

cc George M. Baldwin ✓
Tom Edwards
Gary L. Sund
Bill Tebeau

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form 8-123

RECEIVED

OREGON STATE
HIGHWAY DIVISION

7922

HIGHWAY BUILDING • SALEM, OREGON • 97310

Noted
GEORGE M. BALDWIN

April 3, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Re: Negative Declaration
Canal Blvd.-Railroad Blvd. Sec.
Antler Street, FAS 926
Redmond, Oregon
Deschutes County
5-538(-)

Dear Mr. Simpson:

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on Antler Street in the city of Redmond, Deschutes County, Oregon.

The proposal consists of regrading and widening Antler Street to a fully paved 44-foot curbed street section between N. 2nd Street and South Railroad Blvd., a distance of approximately 700 feet. Also included in the proposal is the construction of a bridge over the Pilot Butte Canal 30 feet long with a roadway width of 44 feet and 5-foot sidewalks, and the installation of railroad signals with automatic drop-arm gates at the Oregon Trunk Railroad crossing.

PURPOSE OF PROJECT The purpose of the project is to widen and upgrade an existing facility, to replace a substandard structure and to provide railroad crossing signalization.

Antler Avenue is classified as a collector street on the Countywide Comprehensive Plan - Redmond Area, and is likewise included in Redmond's proposed Comprehensive Plan. The proposed project is needed to implement the development of the arterial systems in these plans.

DISCUSSION OF ENVIRONMENTAL IMPACTS The street on which the proposed project is situated is generally an industrial route serving large lumber mills and log dumps in the east Redmond area. The most significant impact of the proposal will be in providing a safe durable facility for the road user, and mobility to truck and commuter traffic. An economic benefit will also accrue to the local entities in the form of reduced maintenance costs.

Since the proposal will be constructed within existing right-of-way limits, no additional right-of-way will be required for the project. No one will be relocated from his home, or business, and all existing road approaches will be restored. Adjustments of utilities, including both aerial and underground facilities, will be necessary.

The environment and operational functions of adjoining properties will not be impaired or adversely affected by the proposal. There are no public recreation facilities, game management areas, wildlife refuges, or registered historical sites that will be affected.

The design and construction of the new structure over the Central Oregon Irrigation District Canal will be coordinated with the local district manager to ensure that the integrity of the canal and its operational functions will not be impaired.

The Central Oregon Intergovernmental Council, based upon favorable input provided by local agencies, has endorsed the proposal.

Since additional right-of-way is not required and the proposed project has no adverse effect on abutting properties and does not change the function or layout of connecting streets or the facility being improved, a public hearing will not be required.

Minor inconvenience to the road users will occur during construction; however, appropriate flagging and signing for the temporary protection and direction of traffic will be provided and alternate routes will be available for detours.

BASIS FOR NEGATIVE DECLARATION

The proposed project is an important element in the development of the Comprehensive Plans of Deschutes County and the city of Redmond. The benefits of the finished project will outweigh any temporary inconvenience to the road user; and detrimental effects, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this netative declaration based on information received from Deschutes County and the city of Redmond; and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

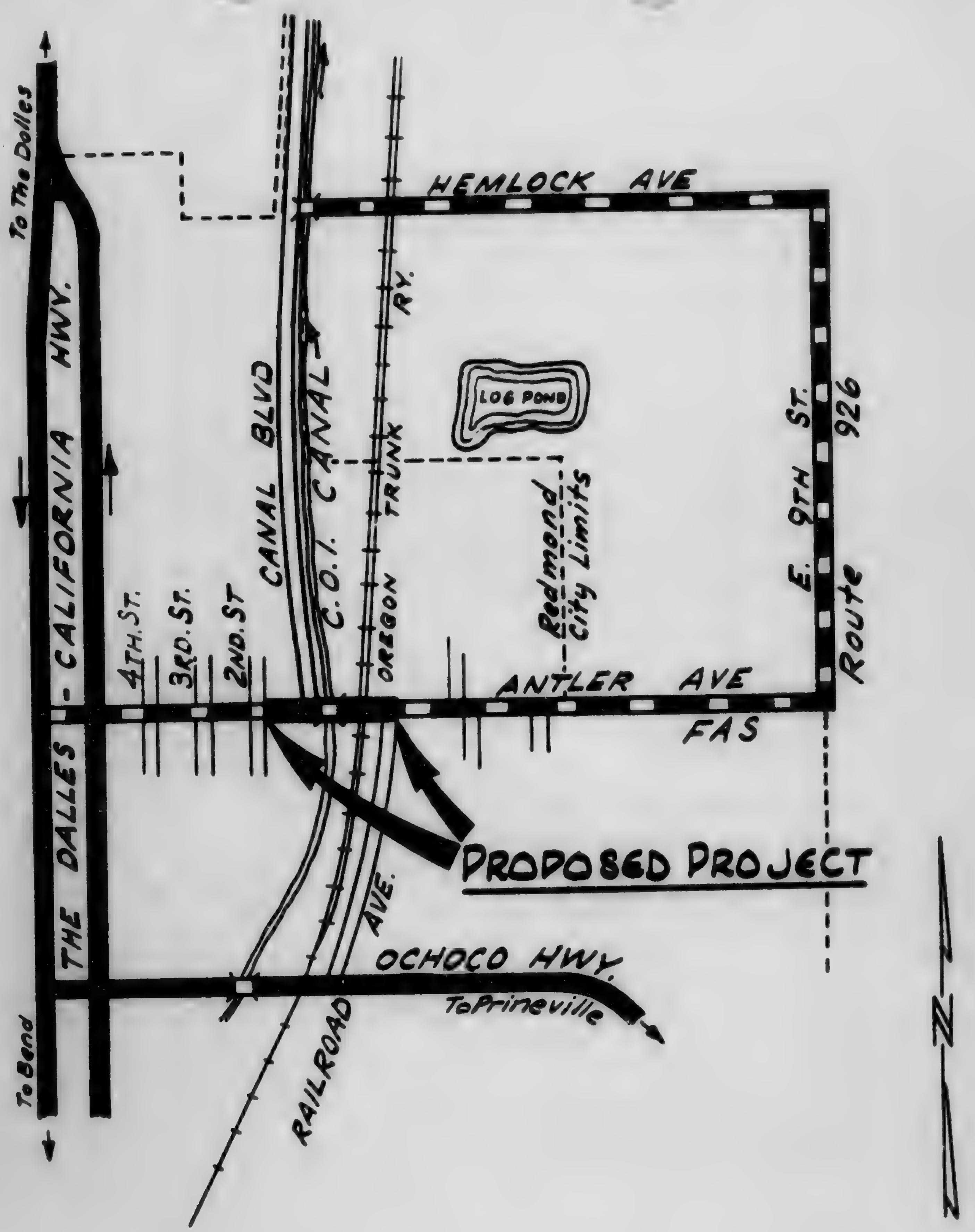
R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur ______________________ Date APR 24 1972
Division Engineer

RHP:ljt dg
cc George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase

RECEIVED
APR 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER


To The Dalles
HEMLOCK AVE
THE DALLES - CALIFORNIA HWY.
CANAL BLVD
C.O.I. CANAL
OREGON TRUNK RY.
LOG POND
Redmond City Limits
E. 9TH ST.
Route 926
4TH. ST.
3RD. ST.
2ND. ST
ANTLER AVE
FAS
PROPOSED PROJECT
RAILROAD AVE.
OCHOCO HWY.
To Prineville
To Bend
N

CANAL BLVD. - RAILROAD AVE. SECT.
ANTLER AVE.
City of Redmond
Deschutes County

FOR FILING

7922

3-20-72

MEMO TO FILES

Re: Canal Blvd-S. Railroad Ave. Section
Antler Avenue, FAS 926
Deschutes Co. & City of Redmond

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Acquisition of additional right-of-way will not be required. It is proposed to construct a paved street section 44-feet between curbs having two 12-foot travel lanes and 10-foot paved shoulders all within the existing 60-foot right-of-way.

2. The project does not have an adverse effect on the abutting property. The project does in fact enhance the abutting property by the installation of curbs, the proper designation of accesses and driveways, and the replacement of existing gravel shoulders with paved shoulders which can be used for on-street parking.

3. The project does not change the layout or function of connecting roads or streets or the facility being improved. No connecting streets will be closed and their continued accesses to the improved facility will be assured by the construction of curb returns and the pavement of all existing street intersections. The existing facility will retain its function as a two-lane two-way street.

Robert H. Prange

Robert H. Prange
Rural Engineer
County and City Section

NOTED
F. B. KLABOE

RHP:ljt
3/20/72

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Central Oregon Intergovernmental Council

DESCHUTES COUNTY COURTHOUSE
1164 Bond Street
Bend, Oregon
Telephone: (503) 382-4000

CROOK
Prineville

DESCHUTES
Bend
Redmond
Sisters

JEFFERSON
Culver
Madras
Metolius

RECEIVED
FOR FILING

7922

March 1, 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

In accordance with O.M.B. Circular A-95, the Central Oregon Intergovernmental Council has reviewed the State Highway Division's "Notification of Intent to Apply for Federal Aid" in regard to its proposed Canal Boulevard / S. Railroad Boulevard project within the City of Redmond.

The C.O.I.C., based upon favorable input provided by various agencies that would be affected by the proposed project, has voted its unanimous support for the Highway Division's undertaking of this project.

In Addition to their favorable comments, some of the interested agencies responded to C.O.I.C. with certain concerns in regard to the proposed project. Although your office may be aware of many of these concerns, we have attached copies of correspondence received for your information and review.

It is a pleasure to add the C.O.I.C.'s approval to this project. If there is any way we may further assist you, please let us know.

Sincerely,

G W McCann

G. W. McCann, Chairman
Central Oregon Intergovernmental Council

NOTED
E. S. HUNTER

RECEIVED
MAR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc: March 7, 1972
R.E. Simpson, FHWA
E.S. Hunter
~~F.L. Hall~~
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.L. Lambert
J.F. Putnam

Attachments
copy: Bill Kramer, Federal Aid Coordination
Edward English, Redmond City Administrator
Lorin Morgan, Deschutes County Planning Director
R. L. Lammert, Dist. Highway Engineer

BEN GIFFORD
1/18

RECEIVED
MAR 6 1972
PROGRAMING SECTION

3-6-72
REFERRED TO
Young
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED

RECEIVED
MAR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

MEMORANDUM

To: COIC

From: Lorin D. Morgan
Deschutes County Planning Director

Subject: A-95 Review. Oregon State Hwy. Dept. notice of intent to apply for federal aid to construct roadway and bridge - Canal Blvd., S. Railroad Blvd., FAS-926. (Antler Ave. bridge project)

I have reviewed the above "notice of intent" and made the following comments.. I have notified all interested agencies having interest in this project.

I have received a letter from the City of Redmond who initiated this project stating that the Redmond City Council is unanimously in favor of the project in that it will greatly improve an important traffic circulation route providing needed access to serve many commercial and industrial activities within the city.

Antler Ave. is classified as a Collector Street on the County-wide Comprehensive Plan - Redmond Area, and is likewise planned in Redmonds proposed Comprehensive Plan. Funds to extend Hwy. 126 through Redmond in accordance with the Comprehensive Plan is more long range at a much higher cost and it would therefore be recommendable to construct Antler Ave. RR crossing now if funds are available.

CENTRAL OREGON IRRIGATION DISTRICT
MUNICIPAL CORPORATION OF THE STATE OF OREGON

BOARD OF DIRECTORS
ARTHUR L. HORSELL, PRESIDENT
BERTIL G. NELSON, VICE-PRESIDENT
FRED H. ELLIOTT
RAY KNOWLES
DONALD W. MILTENBERGER

847 SOUTH SIXTH STREET • P. O. BOX 548
REDMOND, OREGON 97756

PHONES 548-2413, 548-3151

ROBERT A. ANDERSON
MANAGER
BETTY STANARD
SECRETARY
LARKIN, BRYANT & EDMONDS
COUNSEL

February 24, 1972

Deschutes County Planning Commission
Deschutes County Courthouse
Bend, Oregon
Attn: Loren Morgan, ~~Coordinator~~ Planning Director

Dear Loren:

Ref: Bridge Across Pilot Butte Canal
Antler Street, Redmond, Oregon
City-State Highway Program

I want to express this District's concern over the type of bridge that is being planned to replace the existing bridge crossing the Pilot Butte Canal in Redmond.

I have visited the site and had some discussion with both City and State officials about the bridge and as a result I have been assured that there would be no conflict with the operation of the canal by this replacement.

Within the past week I had a telephone conversation with a Mr. Patterson I believe the name is of the State Highway Department advising me that there is a possibility that the south side of the new bridge could possibly extend upstream on the canal to a point where we maintain a check across the canal and that there is some question on the part of the Department that this could in someway effect the proposed plan of construction.

I advised this man to submit a preliminary design of the bridge so that we could, if possible, assist the Department in the design so as not to conflict with the operation of our system. To date I have not received the plan.

I only wish to advise you of this situation.

Yours truly,

Robert A. Anderson

Robert A. Anderson, Manager

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

February 15, 1972

Mr. Lorin D. Morgan
Planning Director
Central Oregon Intergovernmental
Council
Deschutes County Courthouse
Bend, Oregon 97701

Dear Mr. Morgan:

Please refer to your letter addressed to Mr. R. A. Lawrence of Burlington Northern Inc., with attached "Notification of Intent to Apply for Federal Aid" to provide for improvements to FAS-926 at Redmond, Oregon.

I assume that costs for the necessary Railway crossing and signal work have been included in this request, and I therefore have no objections to this application.

Yours truly,

H. F. Moy
Regional Manager Engineering

LBK/ds

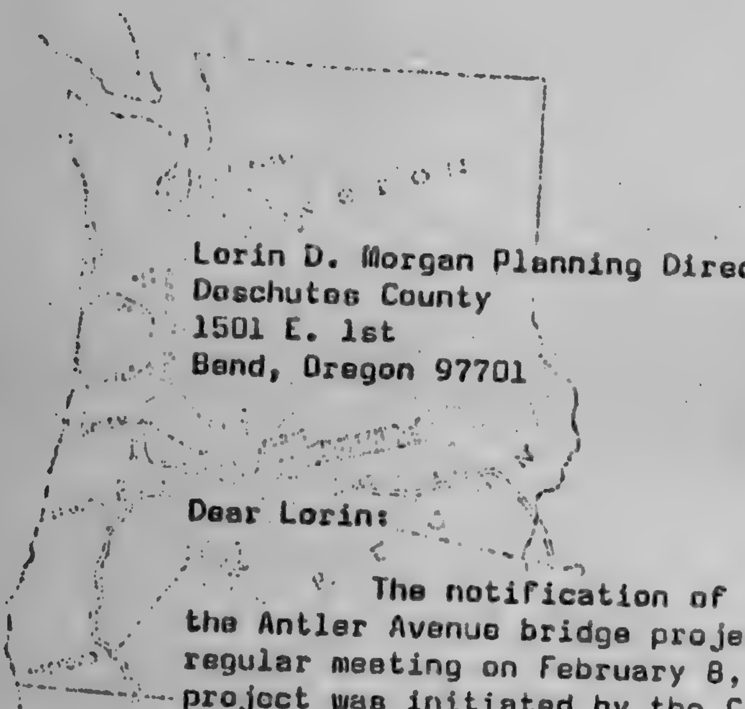
cc: Mr. Russel C. Reeck
Administrative Asst.
Central Oregon Intergovernmental
Council
Deschutes County Courthouse
Bend, Oregon 97701

File: Redmond-4

CITY OF REDMOND
DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

February 9, 1972



Lorin D. Morgan Planning Director
Deschutes County
1501 E. 1st
Bend, Oregon 97701

Dear Lorin:

The notification of intent to apply for Federal Aid for the Antler Avenue bridge project was reviewed by Council at the regular meeting on February 8, 1972. You may be aware that this project was initiated by the City of Redmond and will utilize a grant of $25,000.00 from the State Highway Department Fund which was created for the purpose of repair and maintenance of roads subject to excessive wear because of increased traffic etc. Completion of this project will benefit many commercial and industrial activities within the city and construction of the bridge will greatly improve an important traffic circulation route. The Redmond City Council is, of course, unanimously in favor of the project.

I will be happy to furnish additional information if it is needed for the Central Oregon Intergovernmental Council meeting on February 21st and will be present at the meeting.

Sincerely yours,

CITY OF REDMOND

ED

Edward D. English
City Administrator

EDE:f

Redmond, Oregon

February 8, 1972

Lorin D. Morgan, Planning Director
Deschutes County Courthouse
Bend, Oregon 97701

Dear Mr. Morgan:

We are writing regarding your letter to Mr. Harold G. Baughman, District Manager, Pacific Power & Light Company Bend, Oregon. The letter made reference to Federal Aid Secondary for construction of a curbed roadway, a structure and railroad signals at Canal and Railroad Boulevards in Redmond, Oregon.

This project should improve the safety and handling of traffic crossing the canal at this point. Many logging, lumber, and potato trucks use this route as well as employees of the industrial plants in that area.

It appears that Pacific's facilities would not be involved in this project. If the width is greater than the 44 feet described and our properties should have to be moved, we would appreciate as much lead time for scheduling as possible.

Thank you very much for your consideration.

Sincerely,

George Noyes

George Noyes
Local Manager

cc: Russell C. Reeck
Harold G. Baughman
Edward D. English

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Section Redmond (Canal St.-S. R/R Blvd.) Sheet 1 of 1 Sheet
Highway City Street FAS 926 Unit
Length 0.11 Designer W. Robertson County Deschutes
Signed W. W. Robertson Draftsman L. Goldsby Prefix 509-1455
Title Resident Engineer Date Feb. 1972

Grading & Drainage +Surfacing		27,905.50 $ ~~11,277.00~~
~~Surfacing~~		$ ~~16,528.50~~
Extra Work		
Signal and Gates	$ 28,800.00	
Flagging	400.00	
Perm. Signing	200.00	
Total Extra Work		$ 29,400.00
TOTAL		57,305.50 $ ~~57,205.50~~
+ ~~20%~~ 14.5% Engineering and Contingencies		11,960.62 $ ~~7,683.11~~
Structures		
30' X 54' Prestressed Slab	$ 25,181.50	
Total Structures		$ 25,181.50
Right of Way		$ 0.00
Total Estimated Cost		94,441.62 $ ~~90,070.11~~

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheet

Section Redmond (Canal St.-S. R/R Blvd.) Unit
Highway City Street FAS 926 County Deschutes Prefix 509-1455
Length 0.11 Designer W. Robertson Draftsman L. Goldsby Date Feb. 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Prot. & Dir. of Traffic	All					500.00
Clearing and Grubbing	All					500.00
Removal of Structure & Obstructions	All					2500.00
General Excavation	Cu. Yd.	540	60	600	1.25	750.00
Finishing Roadbed and Slopes	Mile	0.11	-	0.11	1200.00	132.00
Watering	M-Gal.	36	4	40	5.00	200.00
3/4"-0 Agg. Base	Cu. Yd.	250	25	275	5.50	1512.50
Coarse Agg. Base	Cu. Yd.	1135	115	1250	5.00	6250.00
Class "B" Asphalt Concrete	Ton	610	60	670	12.00	8040.00
3/4"-0 Agg. in Prime Coat	Cu. Yd.	33.5	4.5	38	7.00	266.00
RC-250 Asphalt in Prime Coat	Ton	3.35	0.65	4	65.00	260.00
12-inch Culvert Pipe	Lin Ft.	24	2	26	5.00	130.00
Special Inlet I ~~Concrete Inlets, Type G-1~~	Each	2	-	2	200.00 ~~150.00~~	400.00 ~~300.00~~
8-inch Drain Well, 100 Ft. Deap	Each	2	-	2	600.00	1200.00
8-inch Drain Well below 100 Ft. Depth	Lin Ft.	50	5	55	7.00	385.00
8-inch Steel Well Casing	Lin Ft.	50	5	55	6.00	330.00
Class "A" Concrete in Curbs	Cu. Yd.	58	7	65	70.00	4550.00
Class "A" Concrete in Sidewalk	Cu. Yd.	13	1	14	70.00	980.00
Shoring and Cribbing	All					1000.00
Structure Excavation	Cu. Yd.	135	15	150	6.50	975.00
Str. Excavation below grade shown	Cu. Yd.	14	1	15	9.50	142.50
Class "A" Concrete in Footings	Cu. Yd.	44	4	48	100.00	4800.00
3'X30' Prestressed Slabs	Each	18	-	18	800.00	14400.00
Reinforcement	Lb.	3200	300	3500	0.20	700.00
Metal Rail	Lin Ft.	60	6	66	24.00	1584.00
Loose Riprap, Class 50	Cu. Yd.	22	2	24	25.00	600.00

Total 52,987.00

[illegible]

RECEIVED
MAR 1 - 1972
FOR FILING
7922

EXECUTIVE DEPARTMENT

1859

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

February 11, 1972

RECEIVED
FEB 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. George Baldwin, Administrator
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Canal Blvd.-S. Railroad Blvd.
PNRS #7201 2 170
DESCHUTES CO.

Dear Mr. Baldwin:

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agencies should also be included.

NOTED
E. S. HUNTER

Sincerely,

Cleighton Penwell
Cleighton Penwell

cc: February 18, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.L. Lambert
J.F. Putnam

2-17-72
REFERRED TO
Young
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
E. B. KLABOE

BEN GIFFORD
1/18
Ben

RECEIVED
FEB 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. H. YOUNG

RECEIVED
FEB 17 1972
PROGRAM & PLANNING
DIVISION

NOTED
R. D. ASBURRY

FEB 9 - 1972

7928

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

February 1, 1972

cc's sent 2-3-72

E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
F. E. Terpin
W. H. Tebeau
J. F. Putnam (2)

State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. ~~Frank L. Hall~~ Wolfe

Dear Sir:

In reply to your letter regarding our comments on the project entitled:

Redmond (Canal Street-South Railroad Boulevard)
Section, FAS 926, Deschutes County

Please be advised that there will be no wildlife problems in conflict with the project.

Thank you for requesting our comments.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

ROK:js

cc: Dir. FCO

RECEIVED
FEB 3 1972
LOCATION
SECTION

RECEIVED
FEB 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

☑ ENGR. ☑ COOR. ☑ GE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

MEMO TO FILES

January 27, 1972

Re: Footpaths and Bike Trails
SCA and FAS-C Project
Antler Avenue
City of Redmond

Footpaths and bike trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails."

Sidewalks are planned for this street by the city at a later date.

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
V. D. Wolfe
L. H. Young
W. H. Tebeau

Foot path (Sidewalk)
On Bridge.
Si

RECEIV
JAN [illegible] 1972

7922

January 18, 197~~1~~2

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 10 Canal Blvd.-S. Railroad Blvd.
FAS-926
Federal Aid Secondary Deschutes County

The estimated date of filing for federal-aid funds on this project is June 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. N. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
R. L. Lambert
J. F. Putnam

7922

January 18, 1972

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 3 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Canal Blvd.-S. Railroad Blvd.
FAS-926
Deschutes County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic & Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
R. N. Chase
B. L. Gifford

7922

January 18, 1972

Dept. of Environmental Quality
P. O. Box 231
Portland, Oregon 97207

Attention: Harold H. Patterson, Air Quality Dir.

Dear Sir:

Attached for your review and comment as an interested State agency, please find a completed Notice of Intent (A-95) on the following project:

Federal-Aid Secondary	Canal Blvd.-S. Railroad Blvd. FAS-926 Deschutes County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
R. L. Lambert
J. F. Putnam

1922

January 18, 1972

Central Oregon Regional Council of Governments
Deschutes County Courthouse
Bend, Oregon 97701

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary
Canal Blvd.@S. Railroad Blvd.
FAS-926
Deschutes County

The estimated date of filing for federal-aid funds on this project is June 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. H. Chase
R. L. Lambert
J. F. Putnam

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	(1-8) PNRS No.	(9) CARD TYPE	Page One

01	12) PROJECT TITLE (71 Canal Blvd.-S. Railroad Blvd., FAS-926, District 10					
02	12) APPLICANT (45 State Highway Division			46) DIVISION (79 Dept. of Transporation		
03	12) APPLICANT ADDRESS STREET (45 State Highway Building			46) CITY (60 Salem		76) ZIP (80 97310
04	12) CONTACT PERSON (45 L. H. Young			46) Area Code (48 503	49) Phone (55 378	56) Extension (59 6563
05	12) SUMMARY PROJECT DESCRIPTION (Attach supporting documents as necessary.) (71 Construct a curbed roadway 44 feet in width including a structure and					
06	12) (71 railroad signals. Approximately 0.1 mile in length.					
07	12) (71					
08	12) (71					
09	12) (71					
10	12) (71					
11	12) PROJECT LOCATION CITY (45 Redmond			46) PROJECT LOCATION COUNTY (79 Deschutes		
12	FEDERAL FUNDS		NON FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12) (A) Grant (19 104,000	20) (B) Loan (27	28) (C) State (35 26,000	36) (D) Local (43	44) (E) Funds (51	52) (F) Funds (60 130,000
13	12) TYPE OF OTHER FEDERAL FUNDS (see 12B) (45			46) TYPE OF OTHER NON FEDERAL FUNDS (see 12E) (79		
14	12) FEDERAL/STATE PROGRAM TITLE (71 Title 23 U.S.C. Highways					
15	12) FEDERAL/STATE AGENCY NAME (45 Dept. of Transportation			46) FEDERAL/STATE SUB-AGENCY (79 Federal Highway Administration		

17

(A) TYPE OF APPLICANT: (Check (x) the single most applicable box.)

State ☒ 12 Interstate ☐ 13 County ☐ 14 City ☐ 15 School District ☐ 16 Special Unit ☐ 17 Community Action ☐ 18 Sponsored Organization ☐ 19 Other ☐ 20

(B) TYPE OF ACTION: (Check (x) as many boxes as apply to this action.)

New Grant ☒ 21 Cont. Grant ☐ 22 Suppl't. Grant ☐ 23 Increase Duration ☐ 24 Decrease Duration ☐ 25 Cancellation ☐ 26 Increase Dollars ☐ 27 Decrease Dollars ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

State: Yes ☒ 29 No ☐ 30
Regional: Yes ☐ 31 No ☐ 32
Local: Yes ☐ 33 No ☐ 34

(D) Is Project Under A-95: Yes ☒ 35 No ☐ 36

(E) Environmental Impact: Yes ☐ 37 No ☒ 38

(F) Housing Relocation Required: Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE:	41) Month 42) 6	43) Day (44 15	45) Year (46 72

Section: Canal Blvd.-S. Railroad Blvd.

Highway: FAS-926 (Antler Ave.)

County: Deschutes

District: 10

Project Description (cont.)

Grade, drain, base, curb and pave a roadway 44 feet in width, having two 12-foot travel lanes and 10-foot shoulders. To be paved full width with AC. Also construct a reinforced concrete bridge with a 44-foot roadway and a 5-foot sidewalk on each side, along with the installation of signals at the railroad crossing. Road can be closed during construction. Existing bridge is to be removed and disposed of by the contractor.

Explanations:

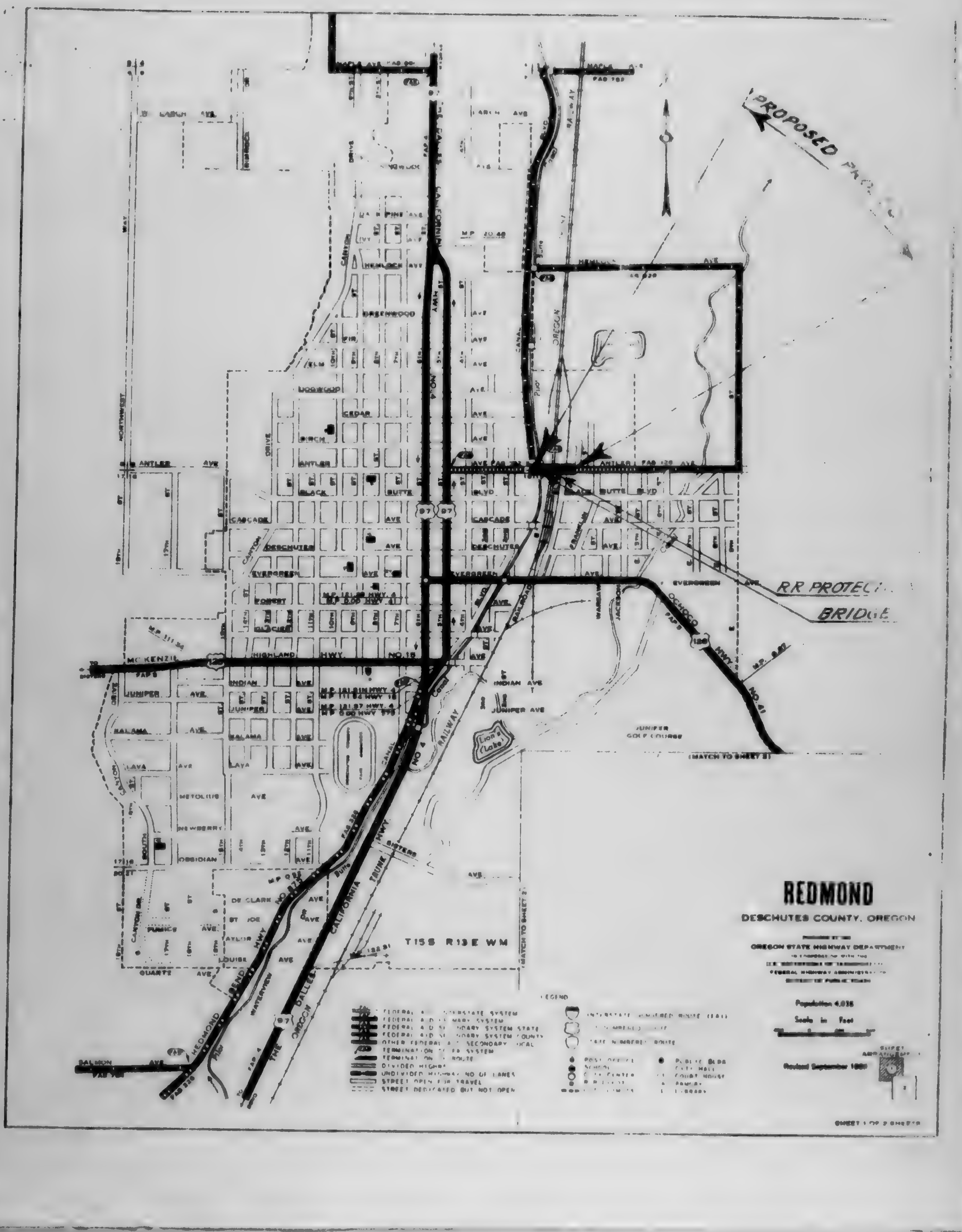
12C: HIGHWAY FUNDS

17C: Fiscal 72-73 County FAS Projects

17E: No explanation required.

17F: No explanation required.

II: District Clearing House Action: Notified 1/18/72 Exempt by Agreement Yes ☐ No ☒


PROPOSED
RR PROTECT
BRIDGE
MAPLE AVE
LARCH AVE
PINE AVE
HEMLOCK AVE
GREENWOOD
ELM
DOGWOOD
CEDAR
BIRCH
ANTLER AVE
BLACK BUTTE BLVD
CASCADE AVE
DESCHUTES AVE
EVERGREEN AVE
FOREST
GLACIER
MC KENZIE HIGHLAND HWY. NO. 15
INDIAN AVE
JUNIPER AVE
KALAMA AVE
LAVA AVE
METOLIUS AVE
NEWBERRY
OBSIDIAN
PUMICE AVE
QUARTZ AVE
SALMON AVE
OCHOCO HWY NO. 41
JUNIPER GOLF COURSE
MATCH TO SHEET 2
Lion's Lake
CANAL
RAILWAY
THE DALLES CALIFORNIA HWY
REDMOND BEND HWY NO. 4
OREGON TRUNK
T15S R13E WM
97
126
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF F.A. SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
PUBLIC BLDG
CITY HALL
COURT HOUSE
LIBRARY
SHEET ARRANGEMENT

REDMOND

DESCHUTES COUNTY, OREGON

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

Population 4,038

Scale in Feet

Revised September [illegible]

SHEET 1 OF 2 SHEETS

RECEIVED
FEB 15 1972
FOR FILING

7922

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 3, 1972

Oregon State Highway Commission

4d

Gentlemen:

The attached tabulations describe three proposed Federal Aid Secondary projects, one in each of Clackamas, Deschutes, and Yamhill Counties.

The request by Clackamas County is for a right-of-way project on the South Tigard Interchange-S.W. Boones Ferry Road Section (FAS 943). The FAS funds required for this project are estimated to be $175,000, of which $35,000 will be the cost to the State.

Deschutes County is requesting a street improvement project in the city of Redmond on the Canal Boulevard-South Railroad Boulevard Section on Antler Avenue (FAS 926). This project is to include grading, curbing, paving, a structure, and the signalization of a railroad crossing. The FAS funds required for this project are estimated to be $130,000, of which $26,000 will be the cost to the State.

The request by Yamhill County is for a street improvement project in the city of Sheridan on the West City Limits-Mason Street Section on Mill Street, FAS 907. Also included will be the signalization of a railroad crossing. The FAS funds required for this project are estimated to be $135,000, of which $27,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total FAS funds required for these projects is estimated to be $440,000 of which $88,000 will be the cost to the State.

These items will be on the agenda for the January 11 meeting, and I recommend your approval.

Very truly yours,

ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
State Highway Engineer

cc: Floyd Query
George M. Baldwin
F. B. Klaboe
Gary L. Ross
Gary L. Sund
F. D. Morgan
C. T. Keasey
H. S. Cox
V. E. Skoog
L. H. Young

NOTED
FLOYD QUERY

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
December 28, 1971

SUBJECT: Proposed FAS-C Projects

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached are twelve copies of the tabulations describing three FAS-C projects, one in each of Clackamas, Deschutes and Yamhill Counties.

Clackamas County is requesting a right-of-way project on the S. Tigard Interchange-S.W. Boones Ferry Road Section, FAS 943. This same section was approved by the Highway Commission as a construction project at the September 30, 1969 meeting.

The request by Deschutes County is for constructing the Canal Blvd.-S. Railroad Blvd. (Redmond) Section on Antler Avenue, FAS 926. Included will be signals for a railroad crossing and a structure.

Yamhill County is requesting a street improvement project on the West City Limits-Mason Street (Sheridan) Section of Mill Street, FAS 907. This project is also to include the signalization of a railroad crossing.

If satisfactory, would you please submit these projects to the Highway Commission for approval at the January 11, 1972 meeting. A draft of a suggested letter to the Highway Commission is attached.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt
Att.

[illegible]
F. B. KLABOE

RECEIVED
DEC 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

~~PROPOSED FISCAL YEARS 1972 & 1973 COUNTY FAS PROJECTS~~

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
CLACKAMAS	943	S. Tigard Interchange-S.W. Boones Ferry Road Section. Right-of-way project.	$ 175,000	$ 35,000
DESCHUTES	926	Antler Avenue (Redmond), Canal Blvd-S. Railroad Blvd. Section. Construct a curbed roadway 44' in width including a structure and railroad signals.	130,000	26,000
YAMHILL	907	Mill Street, West City Limits-Mason Street (Sheridan) Section. Construct a curbed roadway 44' in width including railroad signals.	135,000	27,000
		TOTAL	$ 440,000	$ 88,000

Copy in minute

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,054,000	$5,090,000	$ 10,144,000
Approved Projects (corrected to date)	5,054,000	1,259,000	6,313,000
Unprogrammed Balance	-	3,831,000	3,831,000
Projects Proposed - 1/11/72	-	440,000	440,000
Unprogrammed Balance	-	$3,391,000	$ 3,391,000

~~72-a~~
~~12/17/71~~

DESCHUTES COUNTY
Proposed Project

FAS 926: Antler Avenue (Redmond), Canal Blvd.-S. Railroad Blvd. Section. Grade, drain, base, curb, pave, structure and railroad signals, $130,000. Appproximately 0.1 mile.

Grade, drain, base, curb and pave a roadway 44 feet in width, having two 12-foot travel lanes and 10-foot shoulders. To be paved full width with AC. Also construct a reinforced concrete bridge with a 44-foot roadway and a 5-foot sidewalk on each side, along with the installation of signals at the railroad crossing. Road can be closed during construction. Existing bridge is to be removed and disposed of by the contractor. No additional right-of-way. Utilities are involved.

State to make survey and plans. Also prepare maps and material for P.U.C. hearing for the railroad crossing.

County is responsible for detour.

NOTE: City of Redmond will make up county share of the construction costs with their Special City Allotment funds. This same project was approved by the Highway Commission as a SCA project at the November 24, 1971 meeting.

NARRATIVE REPORT

12-71

Redmond (Canal St. - S. RR Blvd)
FAS 926 Antler St.
Deschutes County

On December 6, 1971 Mr. Anderson, Central Oregon Irrigation District Manager, marked the high water points on the old structure and their elevations were recorded the same date. These elevations may change a little as a new concrete weir has been constructed upstream (south) subsequent to a full head of water being in the canal.

The irrigation district has asked to have the wing walls connect to the present weir however measurments indicate that the easterly portion of the weir is in conflict with a 54' structure.

Center line profile grade on the new structure was arrived at as follows:

Average elevation of the bottom of wood stringers	=	2992.26
Height of prestressed slab (2' 2")		2.17
1½' (min) of pavement @ 22' Rt. or Lt.		0.13
Crown ~~Super~~ rate of 0.02 per ft for 22'		0.44
Finished centerline & profile grade		2995.00

The City of Redmond was contacted for location and widths of the curb openings for drive ways. These are only tenative at this time and may be adjusted prior to construction.

The City of Redmond has indicated that they will contact the railroad about improving the crossing.

The City of Redmond may replace and increase the diameter of the eight (8) inch water line within the proposed project. One (1) fire hydrant will require adjustment.

Numerous power poles will require adjustment.

Cascade Natural Gas Co. has a eight (8) inch line on the present wood structure that is at deck level and will require adjustment.

Mr. Glover, Deschutes County Sanitarian, was contacted with reguard to the drain wells and there is no objection nor will a permit be required.

The canal is in continuous use with full head from April 1st to October 31st annually and has intermittent use the balance of the year.

W W Robertson
W. W. Robertson
Res. Engr.

RECEIVED
JAN 3 - 1972
FOR FILING

1859

7962

DEC. 1

RECEIVED
FISH COMMISSION
_Director
_Asst. Director
_Fiscal Officer
_Spec. Asst.
_Auditor

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 21, 1971

Dr. Thomas E. Kruse
~~Mr. Robert W. Schoning~~
Acting State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

NOTED
F. B. KLABOE

Dear Sir:

Attached is location prospectus for the Redmond (Canal Street-South Railroad Boulevard) Section of FAS 926 in Deschutes County.

This prospectus is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

Very truly yours,

R. L. Porter
State Highway Engineer

By Victor D Wolfe

Victor D. Wolfe
Location Engineer

RECEIVED
JAN 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc's sent 1-3-72

F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
F. E. Terpin
W. H. Tebeau
J. F. Putnam (2)

S.N.K. 12-30-71

Attach.

Dear Mr. Wolfe,
We anticipate no fishery conflicts on this project & it is approved.

Burt Carnegie
Hydraulic Engr.

RECEIVED
DEC 31 1971
LOCATION
SECTION

RECEIVED
DEC [illegible] 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

7922

December 21, 1971

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Dear Sir:

Attached is location prospectus for the Redmond (Canal Street-South Railroad Boulevard) Section of FAS 926 in Deschutes County.

This prospectus is forwarded to satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

R. L. Porter
State Highway Engineer

By Original signed by
Victor D. Wolfe

Victor D. Wolfe
Location Engineer

Attach

bc: F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
F. E. Terpin
W. ~~H~~. Tebeau
J. F. Putnam (2)

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DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1971
FOR FILING

7922

fs

12-17-71

PREFIX NO. 509-1455

LOCATION PROSPECTUS
REDMOND (CANAL STREET-SOUTH RAILROAD BOULEVARD) SECTION
FAS 926
DESCHUTES COUNTY

HIGHWAY:	Antler Street in Redmond. Federal-aid Secondary No. 926.
TERMINI:	The westerly terminus is at the intersection of Antler Street and Canal Street. The easterly terminus is at the intersection of Antler Street and South Railroad Boulevard.
LENGTH:	0.08 mile.
PROGRAM:	Special City Allotment Funds and FAS-C Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for construction of a bridge and approaches. Drop gates to be installed at railroad crossing. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time. The entire project lies within the city limits of Redmond.
TYPICAL SECTION:	44-foot curb-to-curb street.
BRIDGE:	New structure to be 44 feet between curbs with sidewalks on upstream and downstream sides.
ACCESS:	Under City jurisdiction.
AGREEMENTS:	Routine FAS-C and Special City Allotment project.

NOTED
F. B. KLABOE

December 17, 1971
Attachment

Oregon State Game Commission
Federal Hwy Administration (3)
A. E. Johnson
F. B. Crandall
D. H. Moehring (3)
L. H. Young
H. S. Cox (2)
V. J. Johnson
R. W. Prentiss
C. G. Swenson
G. C. Wills

Fish Commission of Oregon
R. L. Porter
E. S. Hunter
F. L. Hall
F. D. Morgan
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
J. A. Rowland
W. H. Tebeau
F. W. Yarbrough (2)

J. F. Putnam (3)
F. B. Klaboe
R. N. Bothman
I. D. Merchant (4)
V. D. Wolfe
R. N. Chase
W. N. Hackleman
R. E. Olson
R. E. Royer
F. E. Terpin

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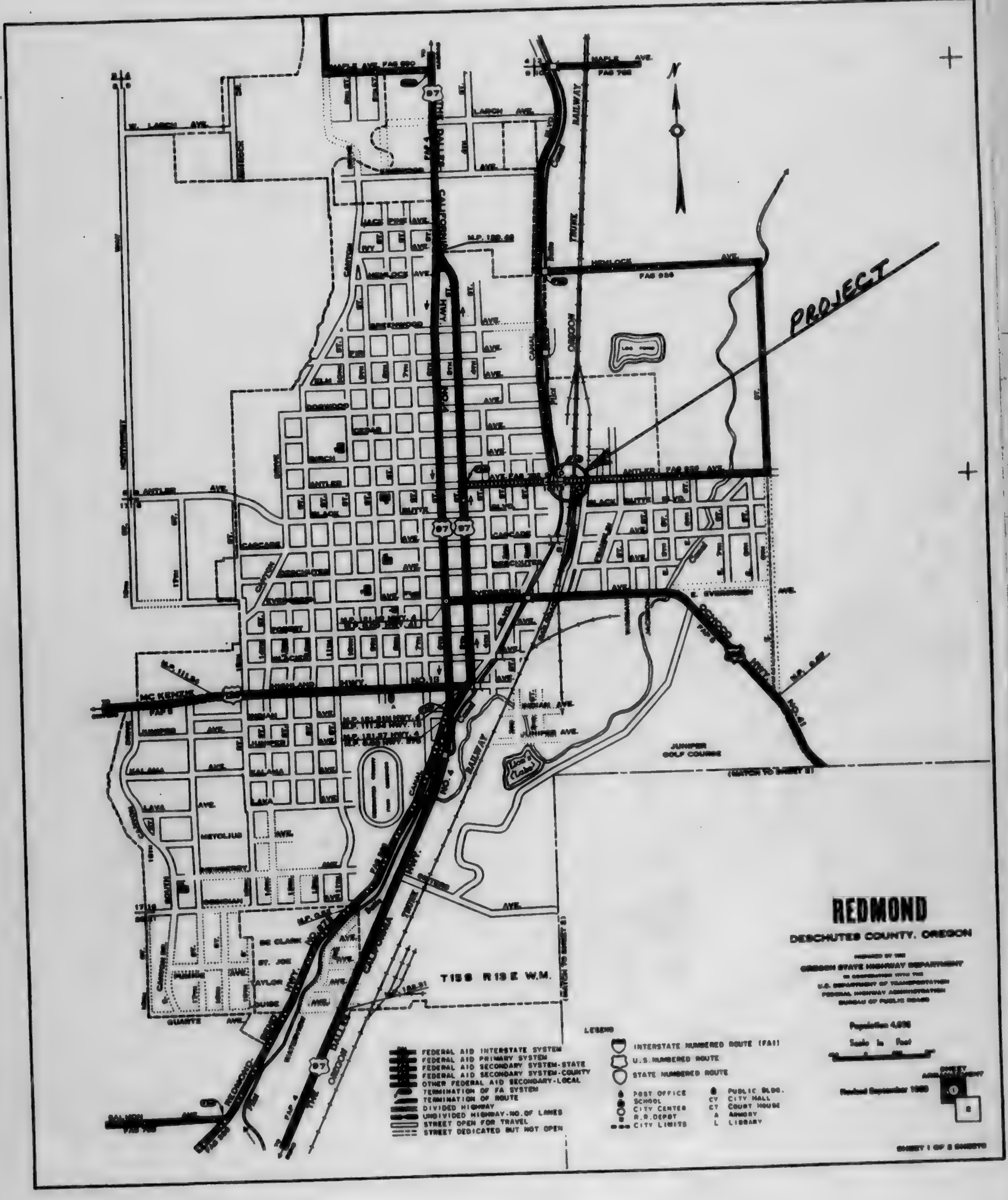
DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER


PROJECT
N
MAPLE AVE. FAS 980
MAPLE AVE.
FAS 798
LARCH AVE.
W. LARCH AVE.
HEMLOCK AVE.
FAS 980
ANTLER AVE.
ANTLER FAS 980 AVE.
CASCADE
DESCHUTES
BLACK BUTTE BLVD.
HIGHLAND AVE.
MC KENZIE
JUNIPER AVE.
KALAMA AVE.
LAVA AVE.
METOLIUS AVE.
JUNIPER GOLF COURSE
RAILWAY
CANAL
THE DALLES CALIFORNIA HWY.
OREGON TRUNK
T15S R13E W.M.
SALMON AVE.
FAS 798
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
REDMOND
DESCHUTES COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Scale in Feet
SHEET ARRANGEMENT
1
2
SHEET 1 OF 2 SHEETS

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County DESCHUTES FAS No. 782 Date 12-14-71
County Road Name REDMOND ROAD (ANTLER STREET)
Section Name CANAL BLVD - ANTLER ST
Type of Project GRADING & BRIDGE
Location of Project (Attach sketch map)
ADT 230 (1970) Design Speed

Is this request for county bridge design only? Yes____ No ✓
County-FAS bridge design? Yes ✓ No____

I. ROAD PROJECT DATA

1. Traveled Surface: Type PENETRATION O-9 Width 24
2. Shoulders: Type SOIL Width 2'-4'
3. Grading & Drainage:
   By County____ County Date of Completion____ By Contract ✓
4. Bottom Base Course:
   By County____ County Date of Completion____ By Contract ✓
   Has base design been given to County? Yes____ No ✓
   Will it be furnished? Yes ✓ No____
5. Leveling Course:
   By County____ County Date of Completion____ By Contract ✓
6. Binder Course:
   By County____ County Date of Completion____ By Contract ✓
7. Traveled Surface & Shoulders:
   By County____ County Date of Completion____ By Contract ✓
8. Clearing:
   By County____ County Date of Completion____ By Contract ✓
9. Curbs:
   Curbs Required? Yes ✓ No____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) MONOLITHIC CURB & GUTTER
   Width between curbs 36' MIN.
10. Are pedestrian walkways necessary? Yes____ No____
11. Are there any structures to be replaced or altered? Yes ✓ No____
12. Will replacement be by: County____ Contract ✓
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

RECEIVED
COUNTY & CITY SECTION
DEC 22 1971
☐ ENGR. ☑ [illegible] ☐ [illegible] ☐ AE ☐ U
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

13. Will County adjust structure to new grade? Yes_____ No__✓__

14. Will County adjust structure to additional width? Yes_____ No__✓__

15. Will adjusted width be standard? Yes__✓__ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No__✓__

17. Does County wish sight posts installed? Yes_____ No__✓__

18. Does County wish State to permanently stripe project? Yes_____ No__✓__

19. Will County do striping? Yes__✓__ No_____

20. Does County wish guardrail installed? Yes__✓__ No_____
By County_______ Contractor__✓__
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No__✓__
By seeding and mulching Yes_____ No__✓__
By rock blanket Yes_____ No__✓__
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__✓__ No_____

23. Can through traffic be detoured? Yes__✓__ No_____

24. Must new detour be constructed? Yes_____ No__✓__

25. Will detour be maintained by County? Yes__✓__ No_____

26. Will detour be maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes__✓__ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes__✓__ No_____

30. Should State do permanent signing? Yes__✓__ No_____

31. Will traffic signals be required? Yes_____ No__✓__
If yes, give location and type desired_______________________

32. Is project contingent upon other factors? Yes__✓__ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain COORDINATED WITH DITCH COMPANY, LOGGING OPERATIONS, CITY OF REDMOND.

Remarks re Section I:

II. BRIDGE PROJECT DATA

1. Name of river or stream

2. Name of bridge ANTLER AVE. REDMOND

3. Dimensions of existing bridge. Length 19.0' Roadway Width 23.4

4. Type of design and material used in existing bridge. TIMBER STRUCTURE

5. Location (please attach map with location marked):
Section Township Range W.M.

6. Desired width of bridge 44.0 ?
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ✓ No
Upstream ✓ Downstream ✓ Width 5.0

8. Does County wish a particular type of bridge design? Yes ✓ No
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) PRESTRESSED BEAMS, REINFORCED CONCRETE WITH STANDARD RAIL.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes No ✓
Explain

10. Foundation Testing: By County? Yes No ✓
By State? Yes ✓ No

11. Will County close road during construction? Yes ✓ No

12. Can presently established road be used as detour? Yes No ✓

13. Must a new detour be constructed? Yes______ No__✓__

14. Will detour be maintained by County? Yes__✓__ No______

15. Will detour be maintained by Contractor? Yes______ No__✓__

16. Will County sign project outside work area during construction?
Yes__✓__ No______

17. Will Contractor sign project outside work area during construction?
Yes______ No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes__✓__ No______
Traveled surface: Type__A/C__ Width__32__
Shoulder surface: Type______ Width______
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes__✓__ No______

N.W. quadrant distance from structure__50'__
N.E. quadrant distance from structure__50'__
S.W. quadrant distance from structure__25 & 125'__
S.E. quadrant distance from structure__50'__

20. Guardrail: Desired on approaches or connections: Yes__✓__ No______
By County ______ Contractor__✓__
Right side only? Yes______ No______
Both sides? Yes__✓__ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes______ No__✓__
Use for detour? Yes______ No______
Removed by County? Yes______ No______
Removed by Contractor? Yes__✓__ No______
Salvaged by Contractor for County? Yes______ No______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes____ No ✓
By Contractor? Yes ✓ No____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes____ No____ Size____
Company____
b. Sanitary sewer mains: Yes____ No____ Size____
Company____
c. Storm sewer: Yes____ No____ Size____
Company____
d. Gas mains: Yes ✓ No____ Size 8"
Company CASCADE NATURAL GAS
e. Power lines: Yes____ No____ Size____
Company____
f. Telephone lines: Yes____ No____ Size____
Company____
g. Other Utilities:____

24. Does County wish provisions made for future utility attachment to structure? Yes ✓ No____

25. Does County wish lightpost bases and conduit installed?
Yes____ No ✓

26. Does County wish complete job of illumination in project?
Yes____ No ✓

27. Is project contingent upon other factors? Yes ✓ No____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: WATER RUNS IN CANAL

Remarks re Section II: WINGWALLS ON THE SOUTH SIDE OF THE NEW BRIDGE SHOULD EXTEND FAR ENOUGH TO ATTACH TO C.C.I.'S NEW CHECK-GATE.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ✓ No ____
   By County? Yes ____ No ✓
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No ✓

3. Construction plans and specifications to be prepared:
   By State? Yes ✓ No ____
   By County? Yes ____ No ✓

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No ✓

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No ✓
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum________

2. Is any additional right-of-way needed? Yes_____ No ✓

3. Will right-of-way be acquired by: Resolution_____ or Deed______

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No ✓

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No ✓
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
If yes, give type and name of utility company:__________________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ✓ No_____
If yes, give type and name of utility company: CASCADE NATURAL GAS CO.

13. Are utilities on existing right-of-way by permit ✓ or by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_____
If yes, give name of irrigation company or district_______________ _____
and dates between which water can be turned off: From ~~APRIL~~ OCTOBER
To APRIL

15. Are there any railroad crossings? Yes ✓ No_____

16. Name of Railroad BURLINGTON NORTHERN

17. Number of tracks: Mainline 1 Siding 3 Total 4

18. Sight Distance: Good (Left) Poor (Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection: 90°

21. Type of Existing Crossing:
Grade ✓
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs ✓ Automatic flashing ✓ Stop signs ✓
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No ✓

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes ✓ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes ✓ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes ✓ No_____

29. Will P.U.C. application be made by State ✓ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No ✓
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry ______ Cinders ______

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ______ Section ____ Township ______ Range ______ W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Agregates ____
Location ______
Miscellaneous Items ______

Remarks re Section V ______

VI. FINANCIAL DATA

1. Estimated Cost: $ ______

2. Available FAS Funds $ ______

3. Does County wish advancement of future Federal funds? Yes ____ No ____
Amount ______

4. Date match money is available WHEN REQUIRED

5. Will there be any 100% County money? Yes ____ No ✓

6. Maximum amount of 100% County money available: $ ______

7. Date County requests letting: SOON AS POSSIBLE

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is not complete without an attached exhibit showing location of project.

By ______
County Judge or Comm. Chairman

By G.W. McCann
County Commissioner

By ______
County Commissioner

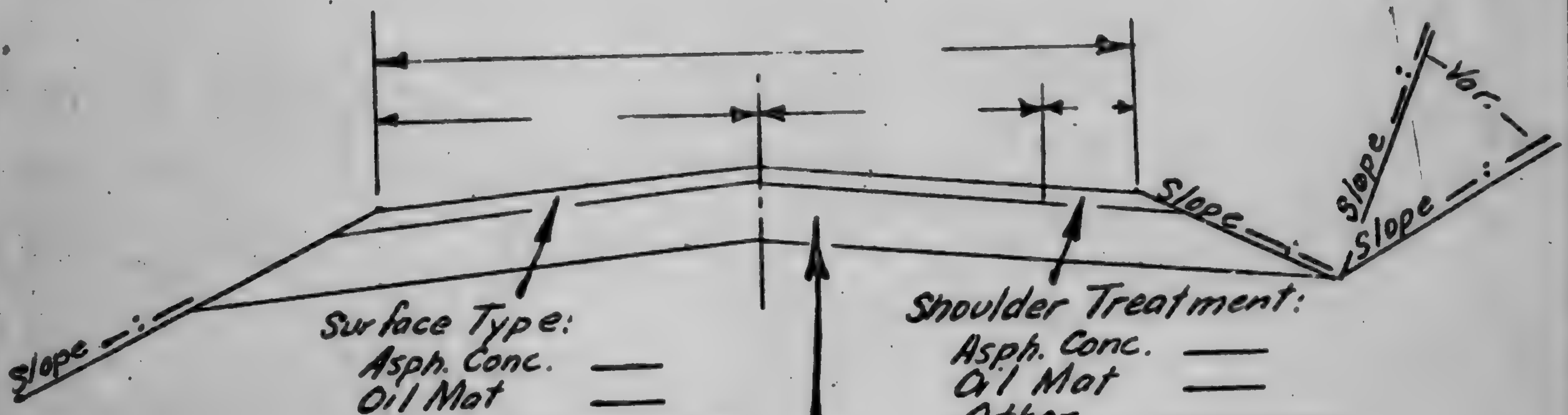
By Charles L.
County Engineer or Roadmaster

County Deschutes
Date 12-20-71

O.S.H.D. Field Engineer

Date 12-27-71

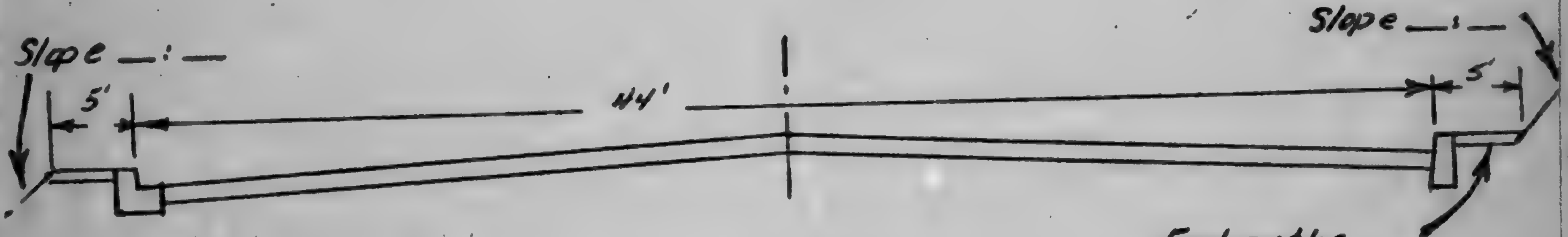
TYPICAL SECTION


Slope — : —
Slope —
Slope — : —
Slope — : —
Var.

Surface Type:
Asph. Conc. ____
Oil Mat ____
Other ____________

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other ____________

Type of Base:
Pit or Quarry Run ____
Crushed Stone ____
Asph. Treated ____
Cement Treated ____

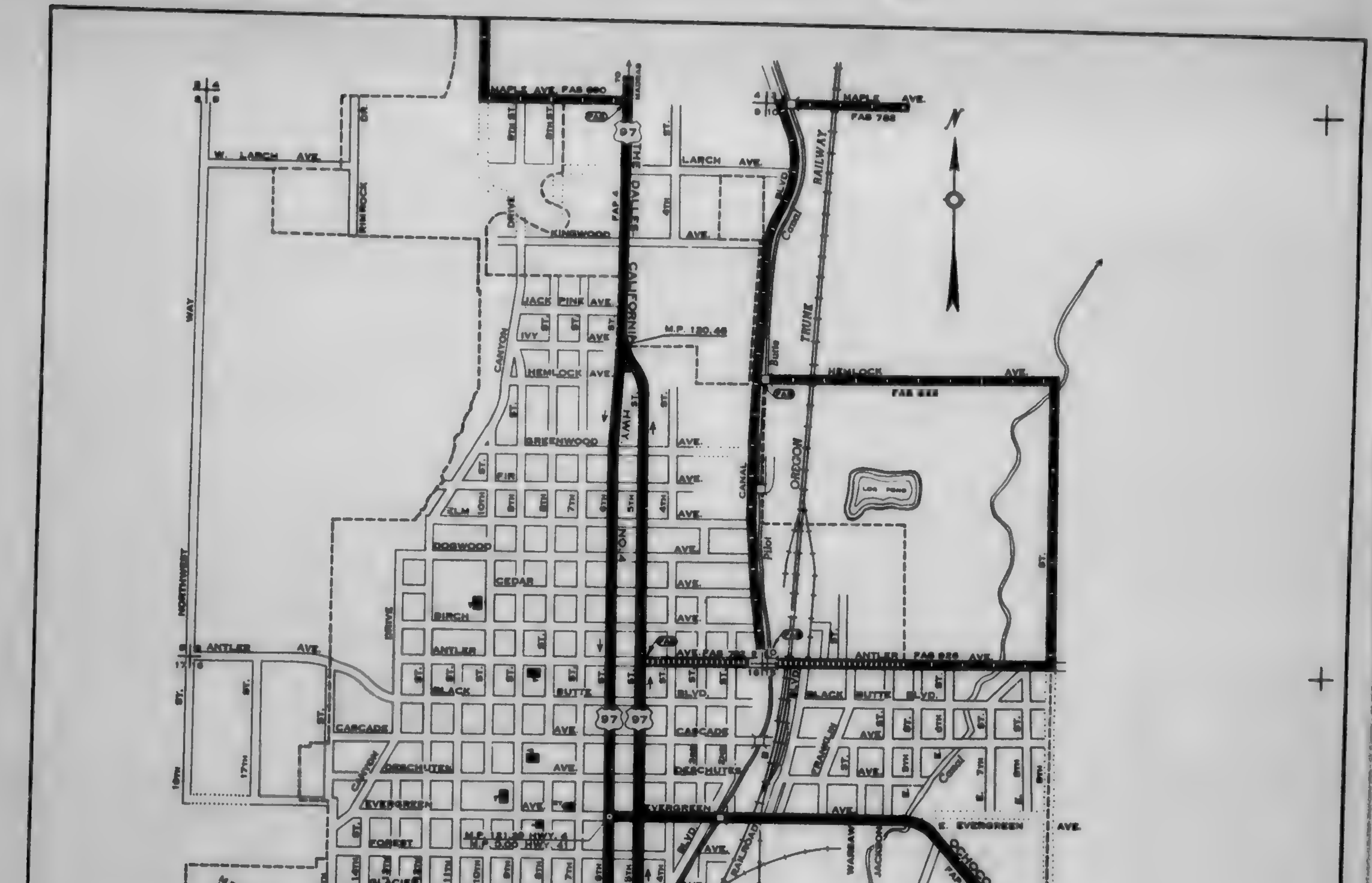

Slope — : —
Slope — : —
5'
44'
5'

Foot paths:
Asph. Conc. ____
Gravel ____

No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ________
Total Width between Curbs ________

Curbs
Type "C" ____
Curb & Gutter ____
Other ________

Note! side walks on structure only


N
MAPLE AVE. FAS 950
MAPLE AVE.
FAS 766
W. LARCH AVE.
LARCH AVE.
KINGWOOD AVE.
JACK PINE AVE.
IVY ST.
HEMLOCK AVE.
HEMLOCK AVE.
FAS 922
GREENWOOD AVE.
FIR
ELM
DOGWOOD AVE.
CEDAR
BIRCH
ANTLER AVE.
ANTLER AVE. FAS 926
BLACK BUTTE BLVD.
CASCADE AVE.
DESCHUTES
EVERGREEN
E. EVERGREEN AVE.
FOREST
GLACIER
MC KENZIE HIGHLAND HWY. NO. 15
FAP 8
INDIAN AVE.
JUNIPER AVE.
KALAMA AVE.
LAVA AVE.
METOLIUS AVE.
NEWBERRY AVE.
OBSIDIAN AVE.
DE CLARK AVE.
ST. JOE
TAYLOR
LOUISE
QUARTZ AVE.
PUMICE
SALMON AVE.
FAS 766
THE DALLES CALIFORNIA HWY. NO. 4
FAP 4
REDMOND BEND HWY.
WATERVIEW
OCHOCO HWY. NO. 41
97
126
CANYON DRIVE
NORTHWEST WAY
CANAL
OREGON TRUNK RAILWAY
LOG POND
Lion's Lake
JUNIPER GOLF COURSE
DESCHUTES COUNTY FAIR GROUNDS
M.P. 120.46
M.P. 121.31 HWY. 4
M.P. 0.00 HWY. 41
M.P. 111.94
M.P. 0.97
(MATCH TO SHEET 2)
MATCH TO SHEET 2
T15S R13E W.M.

REDMOND

DESCHUTES COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,035

Scale in Feet

SHEET ARRANGEMENT

Revised September 1969

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
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- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R R DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

SHEET 1 OF 2 SHEETS

City: Redmond
County: Deschutes
gion: 4
Population: 1966 3750
1971 3721
Previous Projects: 3
Previous Amount: $ 35,881
Last Project: 1961

Proposed Project-1972: Construct bridge and grade, base, and pave Antler Street from Canal Street to S. Railroad Boulevard. Provide structure and 44' curbed street.

Length of Project: 0.08 mile. Base design: 14" course crushed, 2" level course. 3" A.C. paving.

	S.C.A.	City	Total
Estimated Cost:	$25,000	$95,000	$120,000

Remarks: The existing 23' wide wooden bridge is in poor condition and needs replacing. This will require some street reconstruction. There is considerable heavy traffic over this street.

A rough estimate of cost of Antler street from Canal st. to S. Railroad Blvd. is $126,000. which includes R.R Protection, and the bridge construction. See letter 8/31/71.

The County & City may want to change the project length from that estimated.

City: Redmond
County: Deschutes
Region: 4
Population: 1966 3750
1971 3721
Previous Projects: 3
Previous Amount: $ 35,881
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See letter dated 8/31/71

City: Redmond
County: Deschutes
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1971 3721
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	S.C.A.	City	Total
Estimated Cost:	$25,000	$95,000	$120,000

Remarks: The existing 23' wide wooden bridge is in poor condition and needs replacing. This will require some street reconstruction. There is considerable heavy traffic over this street.

Recommendation: Approval recommended.

See letter to the City dated 8/31/71

6 7922

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section:	Redmond (Canal St.-S. Railroad Blvd.)	Res. Engr.	W. W. Robertson
Highway:	F.A.S. 926 Antler St. Bridge	Approx. Length	0.08 mile
County:	Deschutes	Sta.	Canal St. to Sta. S. Railroad Blvd.
Prefix:	509-1455	Date	December 13, 1971
Mean Truck A.D.T.	391	Annual Precipitation	8"±
Traffic Coefficient	8.6	Frost Penetration	30"±
18 kip s.a. per day	85.2	CBE Total Requirement	*20.0"

(1)

Typical Soil	
30	LL
0	PI
84	%P 10
35	%P 200
16	% Gravel
12	% C Sand
37	% F Sand
29	% Silt
6	% Clay
46	R Value
A-4	AASHO Classif.

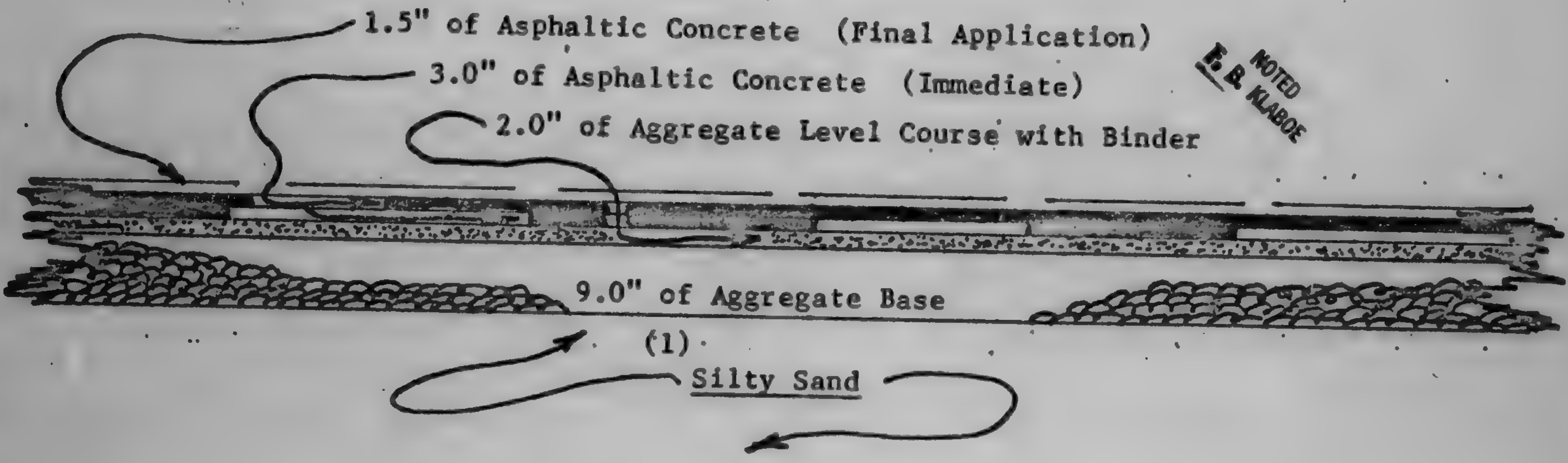
Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
3.0"	1.5"	A.C. (F.A.)
6.0"	3.0"	A.C. (I.)
2.0"	2.0"	A.L.
9.0"	9.0"	A.B.
20.0"	15.5"	

STRUCTURAL SECTION

NOTED F. B. KLABOE


1.5" of Asphaltic Concrete (Final Application)
3.0" of Asphaltic Concrete (Immediate)
2.0" of Aggregate Level Course with Binder
9.0" of Aggregate Base
(1)
Silty Sand

*Minimum for traffic classification.

Submitted by ______________________
Base Design Engineer

Recommended by ______________________
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Redmond (Canal St.-S. Railroad Blvd.
Antler Street Bridge
HIGHWAY: F.A.S. 926 and City of Redmond
COUNTY: Deschutes

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	3/4"-0 *Aggregate Base*	*Aggregate Base*	**"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.0"	2.0"	**10.0"	17.5"	15.0"
6.0 - 7.0	3.0"	2.0"	**10.0"	15.0"	15.0"
4.8 - 6.0	2.0"	2.0"	**11.0"	13.0"	15.0"
Cars Only	2.0"	2.0"	**11.0"	9.5"	15.0"

Remarks:

* Minimum for traffic classification.

** The thickness of the aggregate base course was increased to make the total actual thickness equal to approximately one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0 " Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8 " Aggregate Base
1.0" Cement Treated Base = 1.8 " Aggregate Base
1.0" Oil Mat = 1.1 " Aggregate Base
1.0" Aggregate Subbase = 0.8 " Aggregate Base
1.0" Lime Treated Subgrade = 0.8 " Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Redmond (Canal St.-S. Railroad Blvd.) Antler Street Bridge

HIGHWAY: F.A.S. 926 and City of Redmond

COUNTY: Deschutes

1800 Present ADT (19 71)

17 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	200	1.6	320	260	450	117,000
3	53	1.6	85	69	1000	69,000
4	2	1.6	3	3	1250	3,750
5	45	1.6	72	59	3180	187,620
6	0	---	--	--	2570	- - - -
				391	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 377,370

TWENTY YEAR EWL 7,547,400

TRAFFIC COEFFICIENT 8.6

SECTION: Redmond (Canal St.-S. Railroad Blvd.) Antler Street Bridge

HIGHWAY: F.A.S. 926 and City of Redmond

COUNTY: Deschutes

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair____ Poor____
   Remarks:
5. Cost Comparisons: None made -- See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. and Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County and City prefer asphaltic concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section and traffic does not warrant the use of C.R.P.C.C.

☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RL ☐ RPE ☐

Mr. Edward D. English
City Administrator
City Hall
Redmond, Oregon 97756

December 8, 1971

Dear Mr. English:

On November 24, 1971, the State Highway Commission approved the City's request for a 1972 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing in red, the limits of the approved project. Also, attached are regulations pertaining to these projects.

Our office will soon contact the County and City with an application to the State Highway Commission for the County to use to request an FAS project on Antler Street. Additional details of the project can be discussed at that time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H S Cox
H. S. Cox
County and City Engineer

CHM:ljt
Att.

cc: J. F. Putnam

September 23, 1971

Mr. Edward D. English
City Administrator
City Hall
Redmond, Oregon 97756

Dear Mr. English:

Reference is made to your letter of September 21, 1971, about the financing of the Antler Street project. Your concern was mostly about the $2,000 shown on page 2 of my letter which was for curbs charged to the City on an SCA project. However, if this street is built by an FAS grant, the curbs would be charged as part of the job and the City would not be charged for the separate curb item. Also, if an FAS project does not go over $125,000, the SCA grant would cover the City's share. We will check with the County about the length of the project.

Since the bridge would be built when the irrigation water is shut off, it would not hinder the job to advertise for bid opening as late as June. Then the City would know how much, if anything, they would require in their 1972-1973 budget.

An early receipt of a letter from the City stating its ability and willingness to participate will be appreciated so we will know whether or not the City wishes to participate in the SCA 1972 construction program..

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

cc: J. F. Putnam

NOTED
H. S. COX

RICHARD B[illegible]

NOTED
DON HA

SCA

CITY OF REDMOND
DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

RECEIVED
COUNTY & CITY SECTION
SEP 30 1971
☑ ENGR. ☑ COORD. ☐ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

September 29, 1971

H. S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Oscar H. Norberg, Cities Engineer

Dear Mr. Norberg:

Thank you for your letter of September 23, 1971, requesting a letter from the City of Redmond stating our ability and willingness to participate in the Antler Street Bridge project. This matter was discussed with Council at its regular meeting on September 28, 1971, and I have been instructed to inform you by letter that the City desires the bridge to be repaired and will be ready to participate.

As you suggest, it will indeed be helpful if the city's financial obligation can be included in the 1972-73 budget.

Since your last visit additional wear and tear has taken place on the bridge and we will be making some temporary repairs in the nature of securing a portion of the decking and applying black top to provide a smooth running surface. The County Roadmaster informs us that he will be placing a load limit restriction on the bridge until permanent repairs can be completed.

Sincerely yours,

CITY OF REDMOND

Edward D. English
Edward D. English
City Administrator

EDE:f

I Contacted Ed. English 9-30-71 & explained Antler Street S.C.A. & FAS-C Combination

SI

SCA

CITY OF REDMOND

DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

September 21, 1971

H. S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

The repair of City of Redmond's Antler Street Bridge with Federal assistance, the State's $25,000 Special Fund and additional funds from the city was discussed by Council at its regular meeting on September 14, 1971. It was intended that the additional amount of $2,000 estimated to be required from the city would be provided from revenue resulting from the vehicle license fee. Obviously this source of revenue will not now be available because of the referendum to a vote at the next election.

Because of previous obligations I am not sure that any money will be available in this 71-72 budget, but we do have a small contingency fund and it is possible that there would be sufficient money for us to participate. We would also plan on budgeting whatever portion of the $2,000 would be required in the 1972-73 budget. In spite of the disappointments on the vehicle license fee I hopw that you will proceed on the planning of construction of the Antler Street Bridge as outlined in your recent letter.

Sincerely yours,

CITY OF REDMOND

Edward D English

Edward D. English
City Administrator

RECEIVED
COUNTY & CITY SECTION
SEP 22 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

Oscar Please reply. Ask for S.C.A. application for the Bridge & we will then check with County on size of project they desire. I am sure the County wants this project.

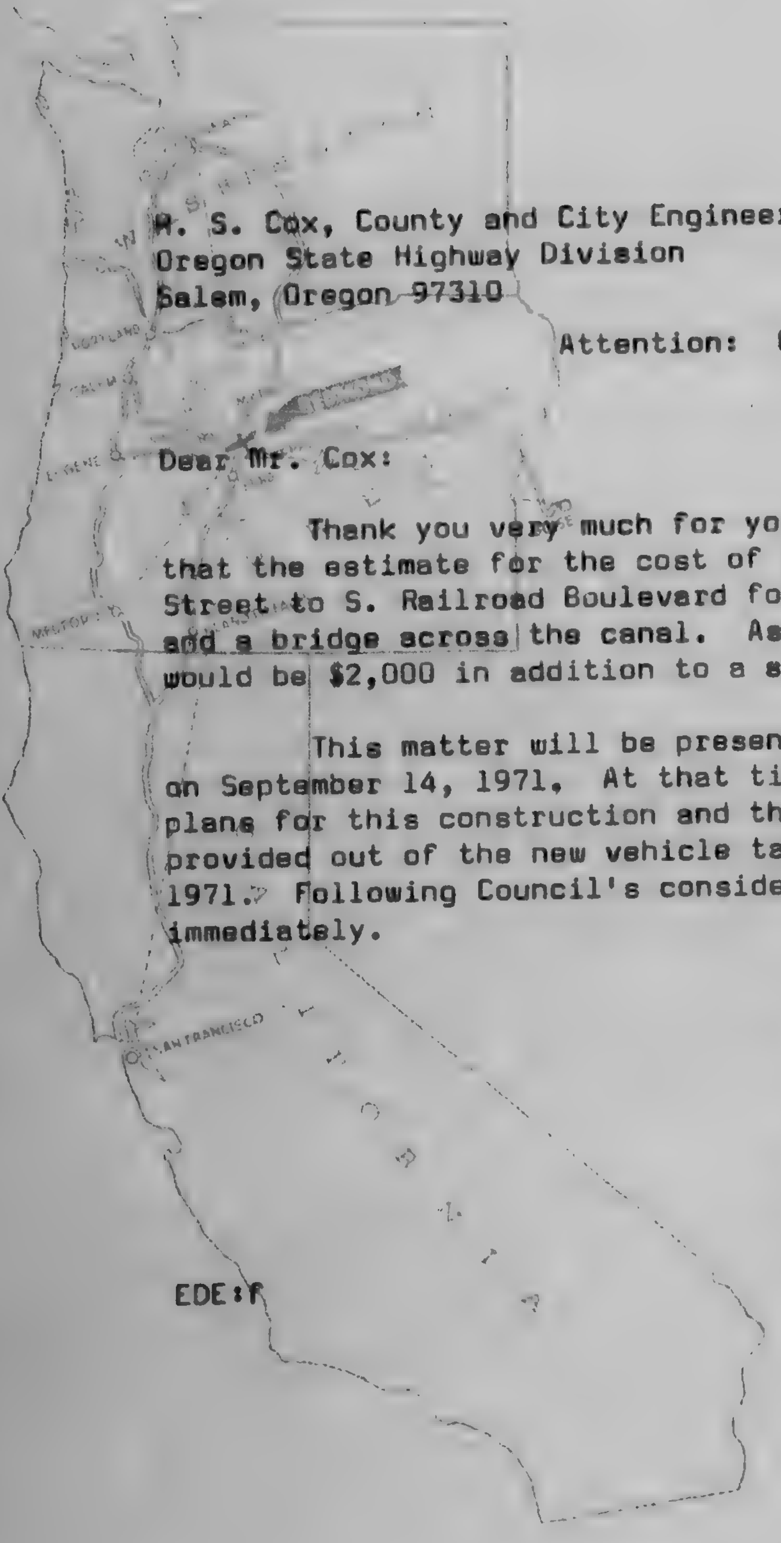
Si

SCA

CITY OF REDMOND
DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

September 7, 1971



H. S. Cox, County and City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Attention: Oscar H. Norberg

Dear Mr. Cox:

Thank you very much for your letter of August 31, 1971, stating that the estimate for the cost of the Antler Street project from Canal Street to S. Railroad Boulevard for paving, railroad signals and gates and a bridge across the canal. As I interpret your letter the city's share would be $2,000 in addition to a special city allotment grant of $25,000.

This matter will be presented to Council at its regular meeting on September 14, 1971. At that time I will recommend that we proceed with plans for this construction and that the city's additional $2,000 share be provided out of the new vehicle tax which will become effective in October, 1971. Following Council's consideration and decision I will notify you immediately.

Sincerely yours,

CITY OF REDMOND

Edward D English

Edward D. English
City Administrator

EDE:f

RECEIVED
COUNTY & CITY SECTION
SEP 8 1971
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

☑ ENGR. ☑ [illegible] ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ R/E ☐

August 31, 1971

Mr. Edward D. English
City Administrator
City Hall
Redmond, Oregon 97756

Dear Mr. English:

A rough estimate of the cost of the Antler Street project from Canal Street to S. Railroad Boulevard is $126,000 for a paved 44' curbed street, with railroad signals and gates for the main line and a bridge across the canal.

The costs would be divided about as follows:

Railroad Protection	32,000	
Less 10% of cost by railroad	3,200	$ 28,800
Bridge 44' span, 50' wide		55,000
Street construction		27,000
		$110,800
Engineering and contingencies		14,958
		$125,758
	or say	$126,000

Between the public agencies, the cost would be divided about as follows:

State 20% of 126,000	$ 25,200
City 20% of 126,000	
Redmond City	200
Redmond Special City Allotment grant	25,000
Government FAS 60% of 126,000	75,600
TOTAL	$126,000

[illegible] City

In order to initiate the Special City Allotment grant, it is planned to submit the street construction of Antler Street from Canal Street to S. Railroad Boulevard to the Highway Commission for consideration of construction (1972) S.C.A. (ORS 366.805).

Your proposed street construction project, based upon a reconnaissance investigation, is roughly estimated to cost $27,000 for providing a paved 44' wide curbed street. Of this, the State share would be $25,000.

Should the Highway Commission look with favor on your project, would the City of Redmond be willing and able to pay all street construction costs in excess of $25,000. Early receipt of a letter stating the City's willingness and ability to participate would be appreciated.

In connection with the Antler Street construction, the County and City can mutually agree to change the length of the section to be constructed before the job is set up. The computation of costs would be similar to the example shown.

If there are any questions, feel free to ask.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:lat

cc: Deschutes County
J.F. Putnam

S.C.A. Investigation Data

City of Redmond Date 8/11/71 Div. IV
Population: 1966 3750 1971 2721
Street Antler Street Bridge Section from Canal St to S. Railroad Blvd.

No. previous projects 3
Last project 1961 (year)
Total SCA funds $ 35,881
Funds/capita $ 9.64
Average/capita $ 14.89

EXISTING
Surface now in place: A.C. ___ Oil x Gravel ___ Concrete ___
Surface width: 20 feet, Shoulder-shoulder width: 24' feet
C-C width: ___ feet, R/W width: ___ feet
Remarks:

PROPOSED
Surfacing: A.C. x Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: 44 feet
BASE DESIGN: A.C. 3" inches, Leveling 2 inches, Base 14 inches
Lime T.S.G. — inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, 446 feet. Type curb: "6" Type Curbs
Remarks: Total reconstruction proposed by FAS assistance

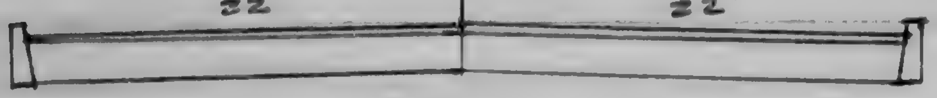
ESTIMATE Item	Unit	Gross*	Price	Amount	
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1000	1000
Clearing & grubbing	all	all	L.S.	—	
General excavation	c.y.	1337	2.25	3008	3008
Finishing roadbed & slopes ($1,500)	mile	—			
Trench excavation	c.y.	13	10.00	130	130
Watering	M-gal.	42	5.00	210	210
Level material (3/4-0)	c.y.	193	6.25	1206	1206
Base material	c.y.	1325	6.00	7950	7950
Asphalt	ton	429	10.00	4290	4290
Binder	all	all	L.S.	405	405
Concrete inlets G-1	each	2	200	400	400
Culvert pipe 12-inch Sew. Pipe	lin. ft.	42'	8.00	336	336
Concrete curbs "6" Type	c.y.	28	70.00	1960	1960
Bridge 44' span 50' wide				55,000	
Signals & Gates $32,000 less 10% by R.R.				28800	

*Items include 10% allowance

Total	$ 104,695	19895
Perm. signing ($100/intersection)	200	200
Flagging	400	400
Total	$ 105,295	20,495
Engineering & contingencies ~~(20%)~~ 13½%	14 215	4099
Total	$ 119,510	24,594
City's estimated share of survey		
TOTAL ESTIMATED COST	$	

Say $120,000

Say 25,000 for SCA.
2,000 for drainage ?



Redmond 8/11/71
Autler St. Bridge

2+36 − 7+26 = 490'
44 Bridge
446'
40' Extra
486'

Gen'l Exc $\frac{486 \times 45 \times 1.5 \times 1.1}{27}$ = 1337 C.Y.

Trench Exc $\frac{42' \times 2.5 \times 3.0 \times 1.1}{27}$ = 13 C.Y.

12-inch Pipe 42'

2 Inlets G-1

Base $\frac{44 \times 1.17 \times 486 \times 1.43}{27}$ = 1325 C.Y.

Lev. Cs $\frac{44' \times 0.17 \times 486 \times 1.43}{27}$ = 193 C.Y.

Watering 1518 × 0.0275 = 42 M-Gals

Binder Cs. 4400 × 0.092 = $405

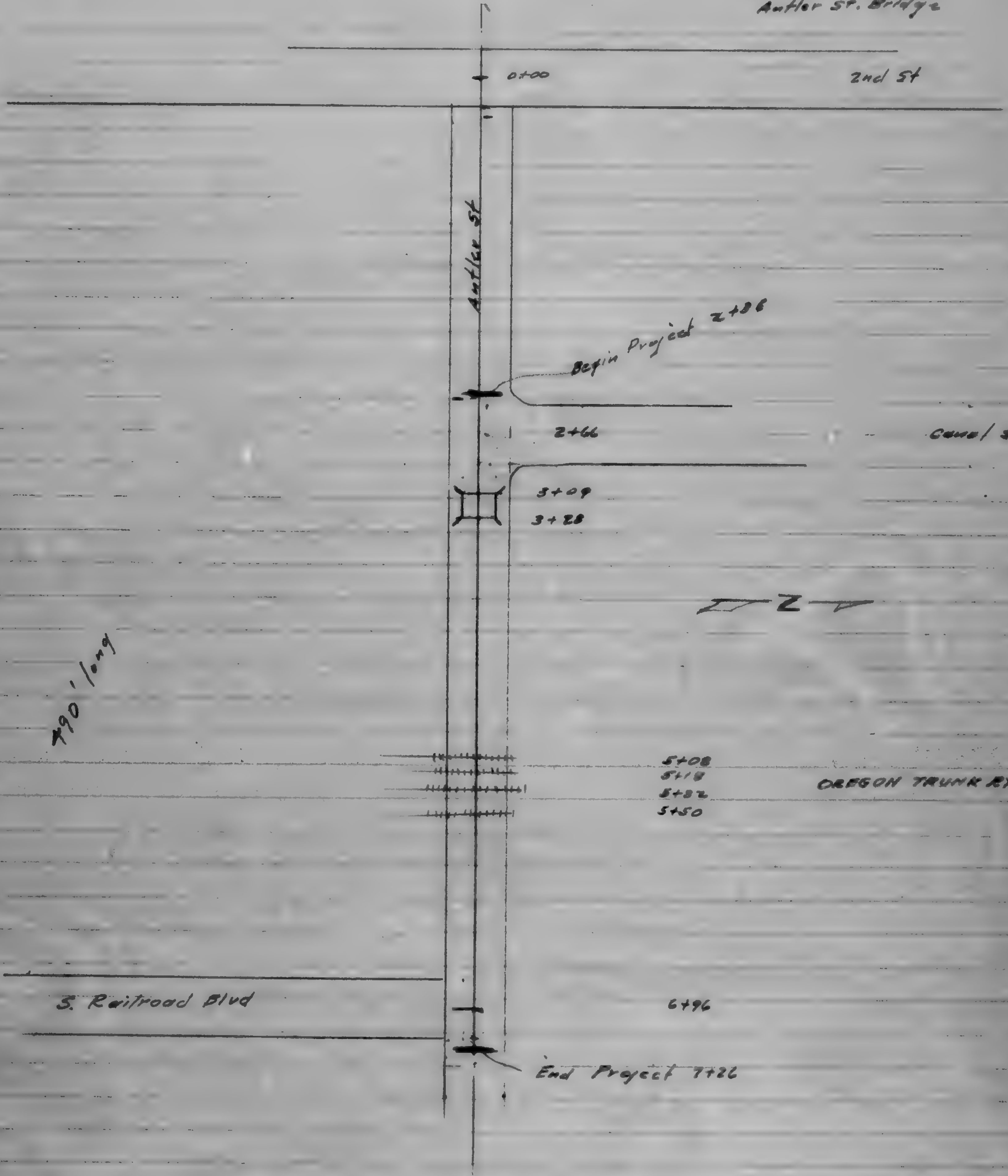
A.C. 48.6 × 883 = 429 Tons

RR Protection $29,000 Gates etc. 3200 Surfacing $32,200
less 10% of $29,000 2900
$29,300

Bridge $55,000

"G" Curbs 900 × 0.031 = 28 C.Y.

Redmond 8/11/71
Antler St. Bridge


0+00
2nd St
Antler St
Begin Project 2+36
2+66
Canal St
3+09
3+28
Z
490' long
5+08
5+18
5+32
5+50
OREGON TRUNK RY.
S. Railroad Blvd
6+96
End Project 7+26
8+54

490' Street Stations
44' of Bridge Const
446' of Street Const

Street Work 446 X $55'/ft = 24,500

44' of Bridge 50'W $55,000 Bridge

Signals $30,000 - 10% 27,000 10% chg'd to RR
106,500
13½ % 14377
120,877 Say $121,000

2648
300' drainage 2648
7950
13,246,00

City 121,000 X 20% = 24,200

State SCA = 24,200

FAS 72,600
121,000

S.C.A. Investigation Data

City of Redmond Date 8/3/71 Div.___
Population: 19___ ______ 19___ ______
Street Deschutes Ave between 5Th Ave & 8Th Ave

No. previous projects ____
Last project ______ (year)
Total SCA funds $________
Funds/capita $________
Average/capita $________

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete________
Surface width: ________ feet, Shoulder-shoulder width: ________ feet
C-C width: 45' feet, R/W width: ________ feet
Remarks:

PROPOSED

Surfacing: A.C. _____ Oil _____ Other ________
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ______ mile, ______ feet Type curb: ________
Remarks: I talked to Mr. English about the financing and he said the City had no money. The Antler St. bridge reconstruction with help through the County was discussed

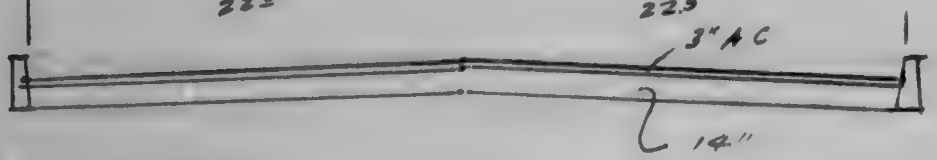
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 321 1000
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	2310	2.25	5200
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	—		
Watering	M-gal.	60	5.00	300
Level material (3/4-0)	c.y.	—		
Base material	c.y.	2150	6.00	12,900
Asphalt	ton	695	10.00	6950
Binder	all	all	L.S.	675
Concrete inlets	each	5	200	1000
Culvert pipe 12-inch	lin. ft.	20	8	160
Concrete curbs "C" Type	c.y.	48	70	336

*Items include 10% allowance

Total	$ 28,521
Perm. signing ($100/intersection)	—
Flagging	500
Total	$ 29021
Engineering & contingencies (20%)	5804
Total	$ 34825
City's estimated share of survey	282
TOTAL ESTIMATED COST	$ 35,107

1000 × 9825/34825 =

Say $36,000



Redmond
Deschutes Av. 8/3/71

length

3"
14"
17"

1.42
.20 more
1.6

0.045
0.10
0.145 = 766'

Gen'l Exc $\frac{1.6 \times 46 \times 770' \times 1.1}{27} = 2310$ C.Y.

5 Inlets Drainage "OK" except for Conc. Inlets

20' of Pipe 12" Inc Exc

1540

Base $\frac{1.7 \times 45 \times 770 \times 1.48}{27} = 2150$ C.Y.

No Lev. Co.

Watering 2150 × 0.0275 = 60 M-Gals.

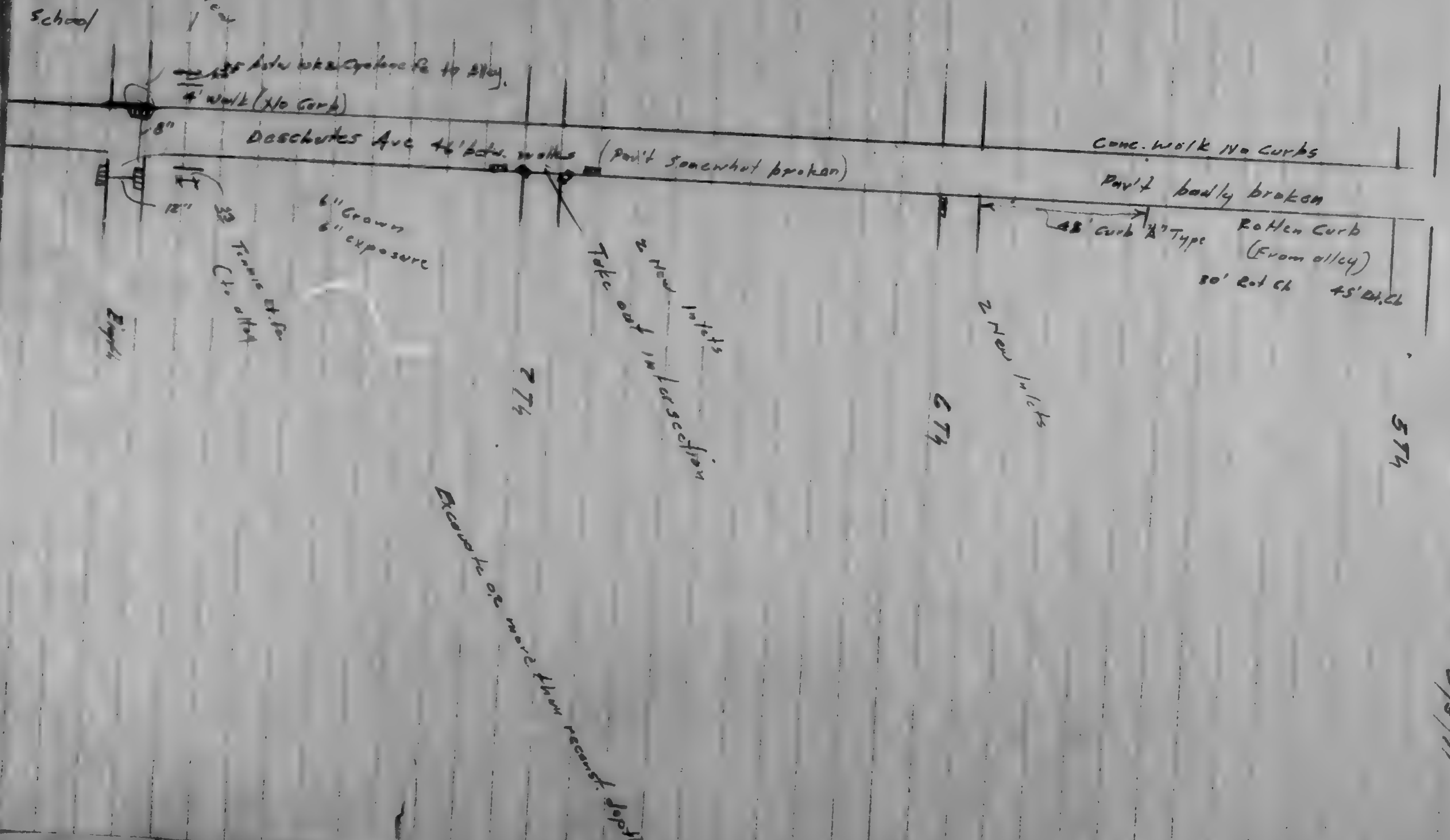
A.C. 7.7 × 90.3 = 695 Tons

"B" Type Curbs

Binder Co 4500 × 0.15 = 675

"C" Conc Curbs 1540 × 0.031 = 48 C.Y.

8/3/71

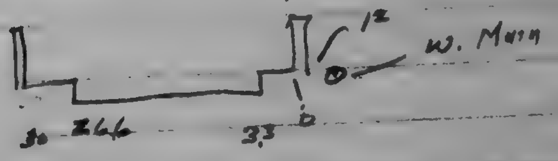

School
New
35' Asph walk & Cyclone fc to Alley.
4' walk (No Curb)
8"
Deschutes Ave 46' btw. walks
(Pav't Somewhat broken)
12"
33
6" Crown
6" exposure
Tennis ct. fa
Ct. alley
Eighth
7Th
2 New Inlets
Take out intersection
Excavate 0.2 more than reconst. depth
6Th
2 New Inlets
Conc. walk No Curbs
Pav't badly broken
48' Curb "A" Type
Rotten Curb
(From alley)
80' Rot Cb
45' Rt. Cb
5Th

Railroad Ave

0.0 Evergreen Ave

0.285 Antler Ave

Bridge on Antler Ave wood



length 24'±

.00 W. Edge of 5Th

.045 E. Edge of 6Th

.056 W. edge of 6Th

0.105 ℄ 7Th

0.155 8Th E. Edge

Deschutes Ave

.00 E. Edge of 8Th

0.45 7Th ℄

.095 W. edge 6Th

.105+ E. Edge 6Th

0.150 W. edge 5Th

2

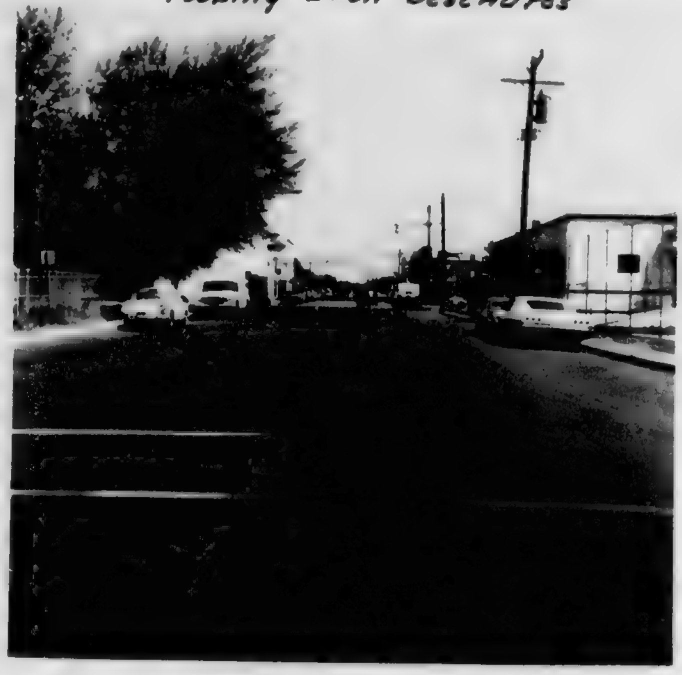
Antler St $50,000 Phase

Commissioner's Standard [illegible] Flashing Light Signal

Gross 29,000
Surface 3,200

Fed 60%
City/Co 20%
State 20%

looking E. on Deschutes



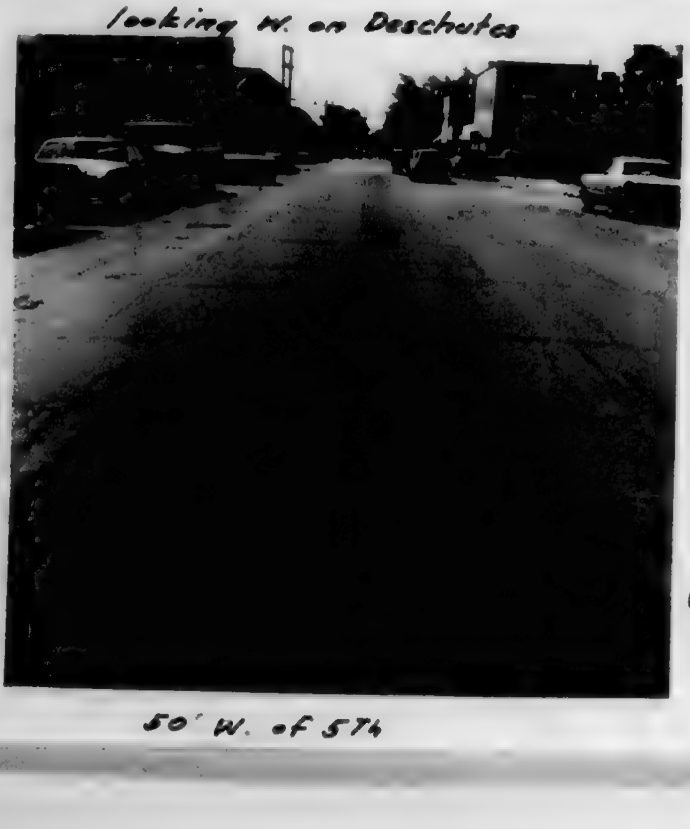
#4 Roll No 8

8/3/71

Redmond

On 8th St.

looking W. on Deschutes



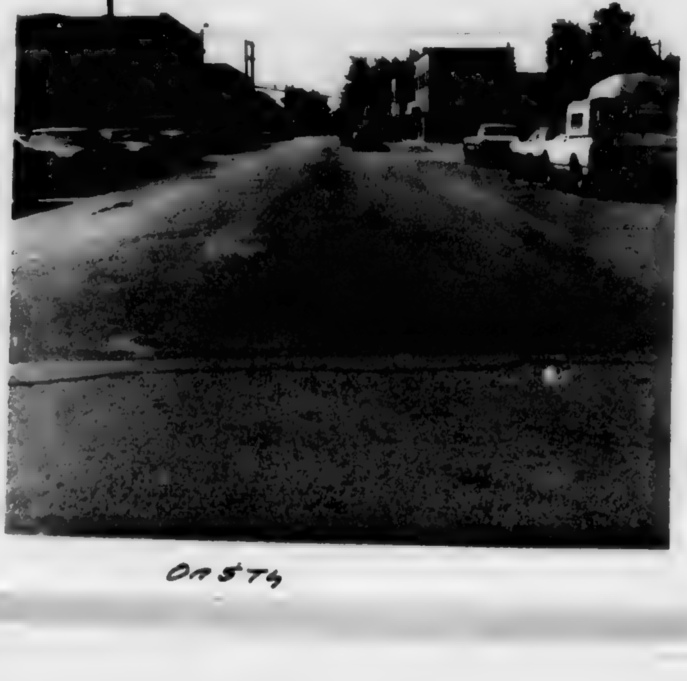
#6 Roll No 8

8/3/71

Redmond

50' W. of 5th

looking W. on Deschutes



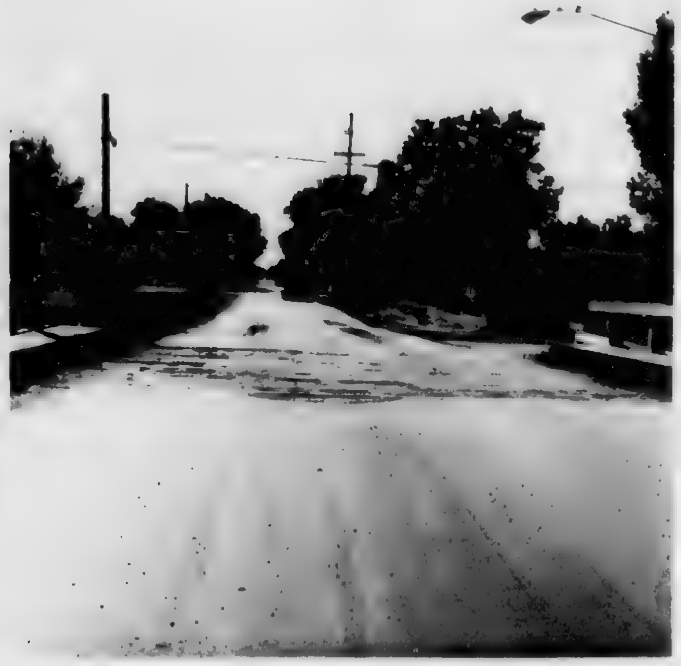
#5 Roll No 8

8/3/71

Redmond

On 5th

8-3-71



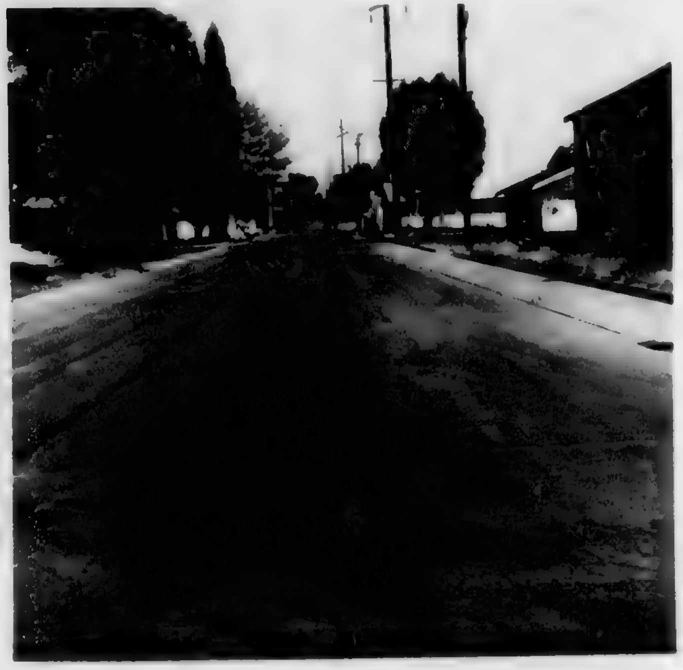
#7 Roll No. 8

8/3/71

Redmond

looking W. at Antler Ave Bridge

looking E. on Glacier



#3 Roll No. 8

8/3/71

Redmond

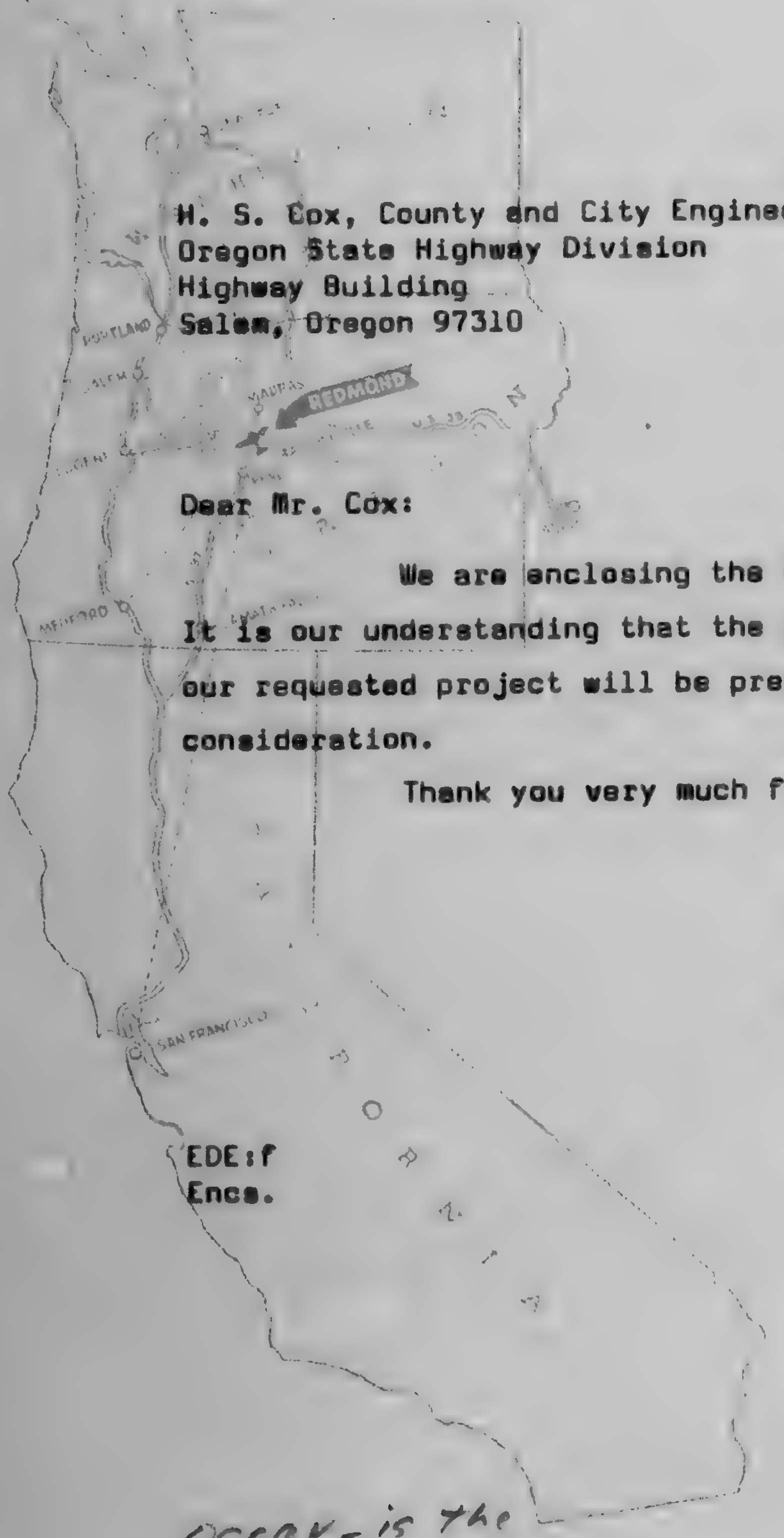
on 8th St

CITY OF REDMOND

DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

May 6, 1971



RECEIVED
COUNTY & CITY SECTION
MAY 7 1971
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☒ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

H. S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

We are enclosing the completed SCA Project Data Forms. It is our understanding that the results of the investigation of our requested project will be presented to the Highway Commission for consideration.

Thank you very much for your cooperation.

Sincerely yours,

CITY OF REDMOND

Edward D English

Edward D. English
City Administrator

EDE:f
Encs.

Oscar - is the bridge eligible?
FAS-L

RECEIVED
MAY 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
MAY 7 1971
☑ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

SCA

BRIDGE PROJECT DATA, CITY OF Redmond, Oregon, DATE April 27, 1971

TO BE FINANCED BY SPECIAL CITY ALLOTMENT FUND AND NECESSARY CITY FUNDS.

1. Street Name: Antler Avenue
2. Name of River or Stream: C. O. I. Canal (Pilot Butte)
3. Name of Bridge: Antler Street Bridge
4. Does City wish a particular type of bridge design? Yes X No ____
   If "Yes," explain type desired: Pre-stressed concrete
5. Desired roadway width of bridge: 40 ft.
6. Are sidewalks desired? Yes X No ____
7. Width of sidewalks: 3 foot
8. Is sidewalk desired on upstream side of bridge? Yes X No ____
9. Is sidewalk desired on downstream side of bridge? Yes X No ____
10. Can street be closed during construction? Yes X No ____
11. Will detour be required? Yes [✓ X] No ____
12. Will detour be constructed and maintained by City? Yes [✓ X] No ____
13. Will detour be constructed and maintained by contractor? Yes ____ No X
14. Will City construct approaches or connections? Yes ____ No X
15. Will contractor construct approaches or connections under contract?
    Yes X No ____
16. State width of traveled roadway: 40 Width of shoulders ____
17. Will additional right-of-way be required? Yes ____ No X
    NOTE: Right-of-way costs must be paid by City.
18. Does City wish State to prepare option forms for City's use in acquiring right-of-way? Yes ____ No X
19. Will old bridge remain in place? Yes ____ No X
20. Will old bridge be removed by contractor? Yes X No ____

SCA

21. Will old bridge be removed by City? Yes ______ No X

22. Does City wish old bridge salvaged for future use? Yes X No ______

23. Does City wish lightpost bases and conduit installed? Yes ______ No X

24. Does City wish complete job of illumination in project? Yes ______ No X
NOTE: Illumination costs must be paid by City.

25. Will any of the following utilities be attached to this structure?

(a) Water Mains: Yes ______ No X Size ______

(b) Sanitary Sewer Mains: Yes ______ No X Size ______

(c) Storm Sewer Mains: Yes ______ No X Size ______

(d) Gas Mains: Yes X No ______ Size 4 inch

(e) Power Lines: Yes ______ No X

(f) Telephone Lines: Yes ______ No X

(g) Other Utilities? none
NOTE: City to adjust utilities if required, at no cost to State.

26. General remarks: Bridge heavily travelled by log trucks and other heavy commercial traffic.

By ______
Mayor

By Edward D English
~~City Recorder~~ or City Manager

By W. L. Jackson
~~City Engineer~~
Supt. of Public Works

SCA

PROJECT DATA, CITY OF CITY OF REDMOND Date April 27, 1971

To be financed by Special City Allotment Fund and necessary city funds.

Street name 1. Deschutes Avenue 2. Forest Avenue 3. Railroad Blvd.
(Locate project on attached map.)

Project length 2,862 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 40 feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 40 feet

Remarks ____

Surface now in place: Oil X Paving ____ Gravel ____

Present surface width: 40 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 60' right-of-way - 40' roadway

Are intersecting streets curbed? Yes X No ____

Remarks Curbs and radii on Deschutes and Forest Avenues. None on Railroad Blvd.

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes X No ____

Width between present curbs: 40 feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: n a feet

Does city desire special type of curbs? Yes ____ No X

Explain: Railroad Blvd. right-of-way limited to 40 ft. No curbs at present. This is an industrial area of heavy truck traffic.

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No X

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

______feet	N.___ S.___ E.___ W.___
______feet	N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: ______feet

Remarks No sidewalks

STORM SEWERS -

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No X

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes____ No X [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: ________feet

Remarks Sanitary sewers to be constructed prior to 1980

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? 1½ feet

Remarks Deschutes and Forest Avenues have no water mains at present.

Water mains are in on Railroad Blvd.

DRIVEWAYS: (All driveway construction beyond curb line to be a city's expense.)

To be constructed as part of project? Yes ____ No X

Asphaltic concrete? Yes ____ No X

Portland cement? Yes ____ No ____

How many? none

Must driveways be Portland cement to comply with city code? Yes ____ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No X (If yes, please include copy of ordinance.)

Remarks

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ____

Electric Poles? Yes X No ---

Which company? Pacific Power & Light
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ____

Which company? United Telephone

Railroad tracks? Yes ____ No X

Which company?

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks Some partial gas mains in. All power and telephone lines are overhead.

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks All work to be done by contractor or state.

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date ___

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

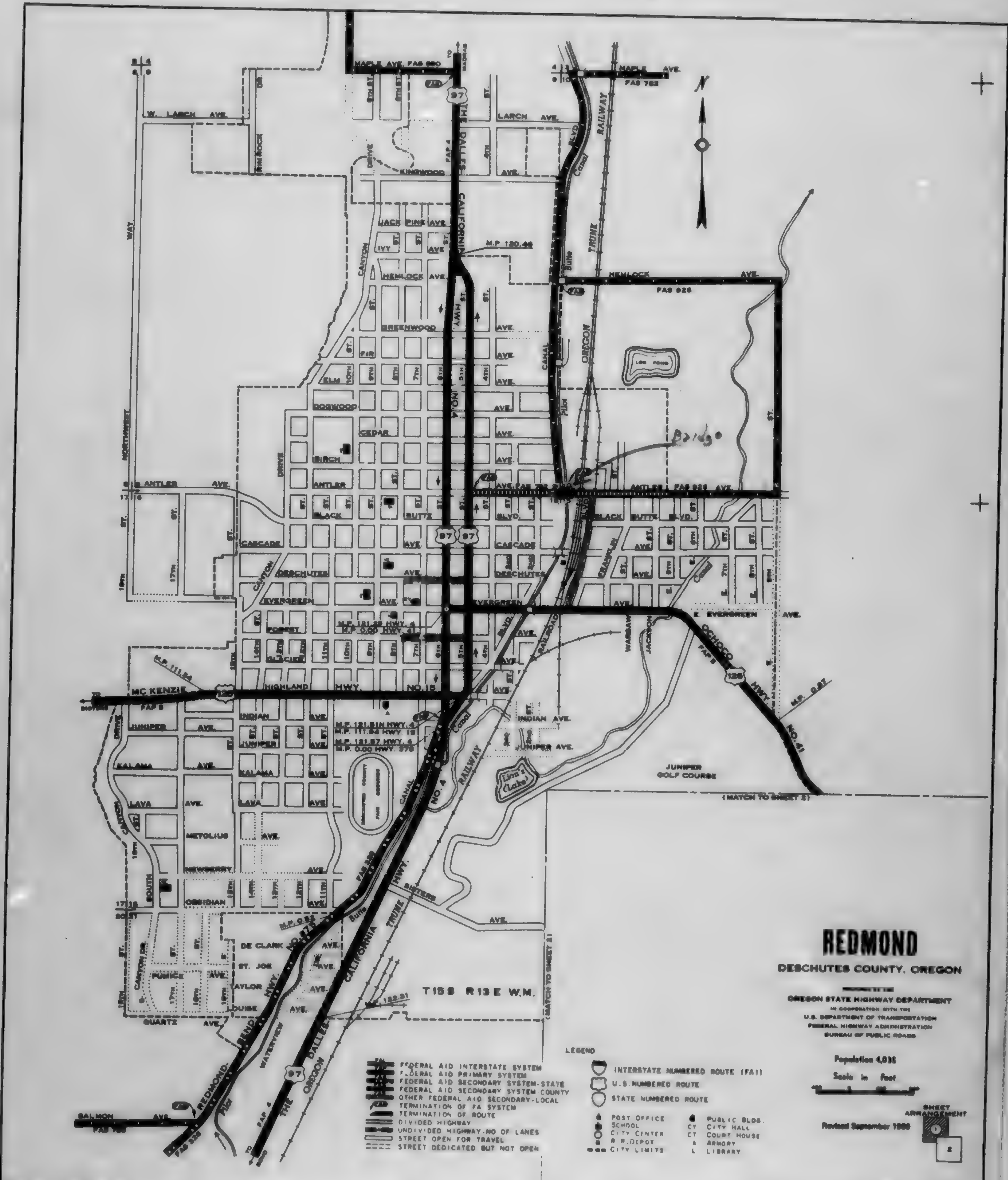
Ample fill site at City Airport

General remarks:

By
Mayor

By Edward D English
~~City Recorder~~/or City Manager

By W. L. Jackson
~~Cityx Engineerx~~
Supt. of Public Works


N
MAPLE AVE. FAS 960
MAPLE AVE.
FAS 762
W. LARCH AVE.
LARCH AVE.
KINGWOOD AVE.
JACK PINE AVE.
IVY ST.
HEMLOCK AVE.
HEMLOCK AVE.
FAS 926
GREENWOOD AVE.
FIR
ELM
DOGWOOD AVE.
CEDAR AVE.
BIRCH
ANTLER AVE.
ANTLER AVE. FAS 926
BLACK BUTTE BLVD.
CASCADE
DESCHUTES
EVERGREEN AVE.
E. EVERGREEN AVE.
FOREST
GLACIER
HIGHLAND HWY. NO. 15
MC KENZIE
FAP 8
INDIAN AVE.
JUNIPER AVE.
KALAMA AVE.
LAVA AVE.
METOLIUS AVE.
NEWBERRY AVE.
OBSIDIAN AVE.
DE CLARK AVE.
ST. JOE
PUMICE
TAYLOR
LOUISE AVE.
QUARTZ AVE.
SALMON AVE.
FAS 762
FAS 929
SISTERS AVE.
CANYON DRIVE
NORTHWEST WAY
THE DALLES CALIFORNIA HWY. NO. 4
THE OREGON TRUNK RAILWAY
THE DALLES CALIFORNIA HWY.
FAP 4
REDMOND BEND HWY.
WATERVIEW
Pilot Butte Canal
CANAL
RAILROAD
FRANKLIN
WARSAW
JACKSON
OCHOCO HWY. NO. 41
FAP 8
M.P. 120.46
M.P. 121.29 HWY. 4
M.P. 0.00 HWY. 41
M.P. 111.94
M.P. 0.87
M.P. 121.81 HWY. 4
M.P. 111.94 HWY. 15
M.P. 121.87 HWY. 4
M.P. 0.00 HWY. 372
M.P. 0.38
122.91
97
126
LOG POND
Lions Lake
Bridge
JUNIPER GOLF COURSE
(MATCH TO SHEET 2)
T15S R13E W.M.

REDMOND

DESCHUTES COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,035

Scale in Feet

Revised September 1969

SHEET ARRANGEMENT

SHEET 1 OF 2 SHEETS

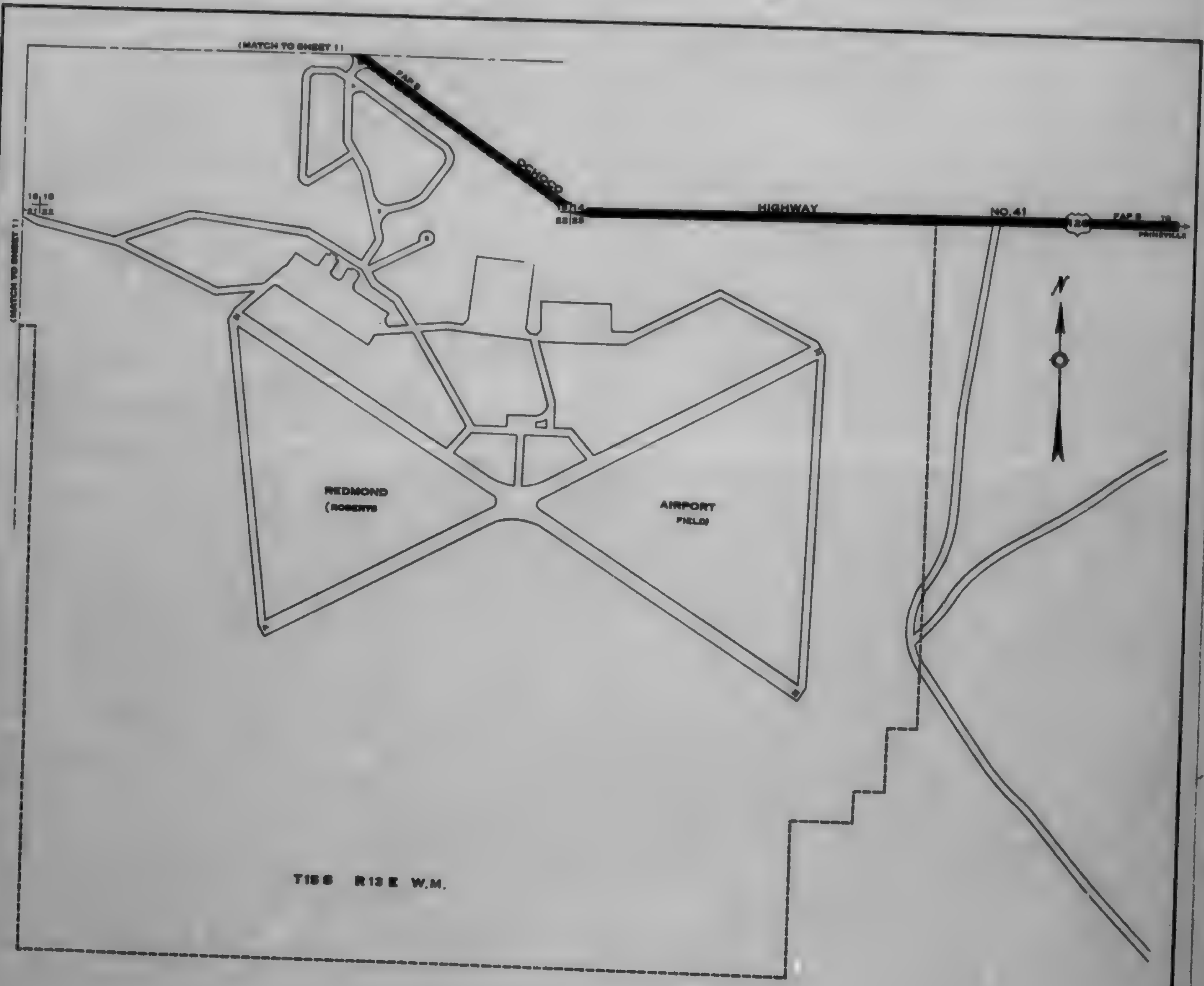
LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY


(MATCH TO SHEET 1)
FAP 8
OCHOCO
HIGHWAY
NO. 41
126
FAP 8
PRINEVILLE
16 15
21 22
13 14
23 23
(MATCH TO SHEET 1)
N
REDMOND
(ROBERTS
AIRPORT
FIELD)
T15S R13E W.M.

REDMOND

DESCHUTES COUNTY, OREGON

[illegible]
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,025

Scale in Feet

Revised September 1969

SHEET ARRANGEMENT
1
2

SHEET 2 OF 2 SHEETS

LEGEND

FAI FEDERAL AID INTERSTATE SYSTEM
FAP FEDERAL AID PRIMARY SYSTEM
FAS FEDERAL AID SECONDARY SYSTEM-STATE
FAS FEDERAL AID SECONDARY SYSTEM-COUNTY
FAS OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

● POST OFFICE
■ SCHOOL
○ CITY CENTER
● R.R. DEPOT
---- CITY LIMITS

● PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

7925 Duniway Park-Barbur Blvd. (Portland) 1973
Bikeway Sec. adj. to Terwilliger Blvd.
(Grading and paving)

C&A 4738 6-14-73

#7725 C R

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

March 25, 1975

Kenneth Gervais, Director
Environmental Services
2115 SE Morrison Street
Portland, OR 97214

As you probably are aware the Highway Division has been doing the location and construction work for what is referred to as the Terwilliger Bikepath from Duniway Park in the City of Portland to Tryon Creek State Park between Portland and Lake Oswego. This path follows Terwilliger Blvd. and is complete from Duniway Park to Barbur Blvd. and is under construction from Lower Boones Ferry Road through the Lewis and Clark campus to Tryon Creek Park. We have a City-State agreement which covers the construction of the part of the bikeway as far south as the south city limits of Portland on Terwilliger Blvd.

The location has been surveyed from SW Taylors Ferry Road to Lewis and Clark College. Part of this section, while inside the City of Portland, is under Multnomah County Road Department maintenance. For this reason an agreement with the County will be required in order to complete this section of bikepath.

Our present design for this section proposes a Class III one-way bikepath on each side of Terwilliger Blvd. from SW Taylors Ferry Road, south to within 800 feet of the intersection of SW Boones Ferry Road. From that point to SW Boones Ferry Road we propose 800 feet of two-way, Class II bikepath on the westerly side of Terwilliger Blvd.

NOTED
H.S. COULTER

RECEIVED
MAR 26 1975
Office of
Assistant State Highway Engineer

The typical section employed for the one-way, Class III bikepath consists of the six foot bikeway on each side of the roadway. The roadway width for vehicular traffic in each direction would be twelve feet of travel way, with a two foot shy distance to the bikepath. The total paved surface width of the roadway and bikepaths will be 40 feet. Throughout the length of the Class III bikepath it will be necessary to overlay the existing pavement in order to properly construct and delineate the bikepaths and the vehicular travel lanes.

Since the County maintenance begins at SW Lobelia Street an agreement between the State and County should be prepared. In addition to the basic agreement to permit us to contract work within the County right of way, an agreement would also establish that the County would participate in the cost of the overlay of the existing pavement. As you can see on the attached cross section, we propose to place a 1½ inch overlay on the existing pavement and we estimate that this will require 600 tons of Class "C" asphaltic concrete. An agreement would identify the benefit to the County for the overlay of the existing roadway and so assign the cost. The agreement would also establish that since the roadway through this area is maintained by the County, the bikepath would also be maintained by Multnomah County.

If this arrangement is agreeable to you, we will have a County-State agreement drawn up for appropriate signatures. We have received expression of considerable interest in extending the bikepath from Lewis and Clark College to SW Taylors Ferry Road and would appreciate an early response to this letter. If you have any questions regarding the bikepath, please do not hesitate to call either Don Adams or myself at 653-3090.

Sincerely,

ORIGINAL S
EDWARD L. H

EDWARD L. HARDT
Regional Engineer

DRA/b

bcc: H. S. Coulter
C. T. Keasey
Victor D. Wolfe
George Hopkins
R. R. Cameron

- 7925

January 22, 1975

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Attention: Merle Crowe, Cashier

Re: Waybo, Inc.
Contract 7925

This contract has been finaled and the deposit in lieu of retainage is no longer required. Treasurer's Receipt #1438 (TCD 124297C - $15,000.00) can bow be cancelled and the security returned to Waybo, Inc.

V. E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Officer

cc: Waybo, Inc.

bc: C. W. Head John Bond
V. Gallagher C. Barrett

CRP:pl

NOTED
C. W. HEAD

FORM E-30 #7925

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 20, 1975

TO C. W. Head
Commission Services

Fred

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher
Dave Talbot

srb

COPY FOR MR. ____
From Cecil Head

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Morse Bros., Inc. No. 7859	Sanderson Bridge (Approaches) Albany-Lyons, Linn County	December 19, 1974
Workman Const. Co. & Workman Contractors No. 7895	UPRR O'xing - Hood River (Button Bridge) FAS 349, Hood River County	December 19, 1974
Hamilton Electric, Inc. No. 7901	River Road at Irvington Drive, Junction Road at Irvington Dr., Lane County	December 19, 1974
Rowell & Wickersham No. 7920	West City Limits-Mason St. (Sheridan) FAS 907 Yamhill County	December 19, 1974
White - Palos No. 7938	White Bridge, Powers Highway, Coos County	December 19, 1974
Aichele Landscaping, Inc. No. 7943	Campbell Street Interchange (Baker), Old Oregon Trail, Baker County	December 19, 1974
La Fond & Son No. 7953	Bay Ocean Road Slide FAS 616, Tillamook County	December 19, 1974
James R. Foster No. 7963	Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland) Rogue Valley, Jackson County	December 19, 1974
J. A. Weaver No. 7989	La Grande Office Building Wallowa Lake, Union County	December 19, 1974

Contractor and Contract No.	Section and Highway	Acceptance Date
Palmberg Paving Co., Inc. No. 7993	Fort Stevens State Park Clatsop County	December 19, 1974
Wildish Construction Co. No. 8028	Creswell (1st Street) Lane County	December 19, 1974
Ray Kizer Const. Co. & Hannan Bros. Co. No. 7779	Rickreall-Independence Junction, Willamina-Salem Polk County	December 23, 1974
Waybo, Inc. No. 7925	Duniway Park-Barbur Blvd. (Portland) Bikeway City St. (Terwilliger) Multnomah County	December 26, 1974
Paul Brothers, Inc. No. 8034	Tryon Creek State Park Multnomah County	December 26, 1974
Rogers Construction, Inc. No. 7764	West Pendleton Interchange, FAS 470 Umatilla County	January 3, 1975
Copenhagen, Inc. No. 7958	Baldock Safety Rest Area Pacific Highway Clackamas County	December 12, 1974
Lundeen Coatings Associates No. 7782	Columbia River (Astoria) Bridge, Oregon Coast Hwy. Clatsop County	January 10, 1975
Baltz & Son Co. No. 7905	Terwilliger Boulevard Interchange, Pacific Hwy. Multnomah County	January 14, 1975

January 20, 1975

FBKlaboe
Administrator and State Highway Engineer

7925

January 10, 1975

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 6, 1975, we wrote to you concerning release of final payment on Contract No. 7925 awarded to Waybo, Inc., for work on the Duniway Park-Barbur Blvd. (Portland) Bikeway Section of Terwilliger Boulevard in Multnomah County.

Final payment on this contract is $1,634.70 and the total contract amount is $223,372.81 including $771.28 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

cc Waybo, Inc.
7580 N. E. Killingsworth
Portland, OR 97218

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

FORM 2-30 #7925

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 3, 1975

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

srb

NOTED
C. W. HEAD

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on December 26, 1974, I accepted the following:

Contract No. 7925, Work Completed June 8, 1974

Project Duniway Park-Barbur Blvd. (Portland) Bikeway

Highway City St. (Terwilliger) County Multnomah

Type of Work Grading and Paving

Contractor Waybo, Inc.

Contract No. 8034, Work Completed September 13, 1974

Project Tryon Creek State Park

Highway -- County Multnomah

Type of Work Utilities

Contractor Paul Brothers, Inc.

Klaboe

Administrator and
State Highway Engineer

1/6/75
surety letters
written
fr

7925

December 24, 1974

TO F. B. Klaboe
Administrator and
State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7925, Work Completed June 8, 1974

Project Duniway Park-Barbur Blvd. (Portland) Bikeway

Highway City St. (Terwilliger Blvd.), County Multnomah

Type of Work Grading and Paving

Contractor Waybo, Inc.

Recommended Acceptance Date December 26, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:js

7925

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

November 26, 1974

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Waybo Inc.
Contract 7925

TO: C. W. Head V. Gallagher
J. Bond C. Barrett

Treasurer's Receipt #1438 (U.S. Treasury Bill 124297C - $15,000.00) has been deposited in lieu of retainage on contract 7925.

Treasurer's Receipt #1229 (U.S. Treasury Bill #2980237-B - $10,000.00) has been cancelled and the security has been returned to the contractor.

A copy of the letter and receipt will be filed (in the contract file) in the Commission and Staff Services office.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
NOV 26 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1438

Received for Account of: Waybo Inc. General Contractors

Address: 7580 N.E. Killingworth St.
Portland, Oregon 97218

Date: Nov. 22, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
U.S. Treasury Bill Dated Aug. 1, 1974 Due Jan. 30, 1975	1242970	1	15,000				15,000.00
							15,000.00

Purpose of Deposit: In lieu of retainage on State Highway Contract No. 7925

Authority: ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon
Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 25, 1974

Waybo Inc.
General Contractors
7580 N. E. Killingsworth
Portland, Oregon 97218

Attn: Wayne J. Easley, Pres.

Gentlemen:

Reference your letter dated November 19, 1974, and per instructions from the Oregon State Highway Division, we are enclosing United States Treasury Bill number 2980237-B in the amount of $10,000.00 which matured on October 31, 1974.

We acknowledge receipt of United States Treasury Bill number 124297-C, in the amount of $15,000.00, due January 30, 1975, which replaces the maturing Treasury Bill.

Our receipt for the same is enclosed.

We are also enclosing our invoice in the amount of $1.40, the cost of mailing the above mentioned Treasury bill

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, cashier

MC: kf
Encl.

cc: Oregon State Highway Department, attn: Dick Haeck

RECEIVED
NOV 26 1974
Contract Acctg.

COPY

#7925

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 6, 1974

Ms. Betty Barker
3003 NE 25th Avenue
Portland, OR 97212

NOTED
E. S. HUNTER

Dear Ms. Barker:

I appreciated receiving your comments concerning the Terwilliger Bikeway.

I have noticed a few design deficiencies while cycling the trail, one of which includes the vehicular barrier posts you mentioned. The bikeway location selected by the Portland Committee along Terwilliger Boulevard offers a very attractive setting and is being enjoyed by many cyclists. I wish there were more lineal parks or open space locations that could be used for bikeways especially in our urban areas.

Thank you for your comments and good luck on your new job at Tri-Met.

Very truly yours,

Victor D. Wolfe
Location Engineer

By JDMcClure

James D. McClure
Bicycle Route Engineer

JDM:jp
cc E.S. Hunter
C.T. Keasey
Ed Hardt

RECEIVED
SEP 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3003 N.E. 25th Avenue
Portland, Oregon 97212
September 3, 1974

Mr. James McClure
Bicycle Planner
State Highway Commission
State Highway Building
Salem, Oregon

Dear Jim:

Over the Labor Day weekend I finally got a chance to ride the Terwilliger Bikeway, both ways (much easier coming down!). I'd like to express my delight with it: the smoothness of the path, the sensitivity to the landscape and trees, and the safety. The only thing that bothered me was encountering the posts with reflectors barring the path adjacent to cross streets, but I could well understand the reason for these posts.

It's good to see a plan come to fruition. It was also good to see the path used: I counted 12 bicyclists (including two on a bicycle built for two!), and on that day there were not too many more cars.

Thanks for all your work on this project and on others coming up. I follow your work in the newspapers I scan for my new job at Tri-Met's Planning Department.

Sincerely,

Betty

Betty Barker

RECEIVED
SEP 4 1974
LOCATION
SECTION

#7925

8

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
July 24, 1974

FILE:

FROM: **EDWARD L. HARDT**
Regional Engineer

TO: **H. S. COULTER**
Asst. State Highway Engineer

SUBJECT: Duniway Park -
Barbur Blvd. Section
Terwilliger Bikeway

RECEIVED
STATE HWY ENGR
JUL 26 '74
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

RECEIVED
JUL 25 1974
Office of
Assistant State Highway Engineer

You called several weeks ago and requested that we look into complaints that had been received regarding the Terwilliger Bikeway which is nearing completion in Multnomah County. For your information I have attached copies of three articles that have appeared in the Oregonian on June 30, July 4, and July 14.

On July 2, Jim McClure, Don Adams, Clair Kuiper, and I cycled over the bikeway to ascertain what the problems might be. Attached is a memo written by Jim McClure, which records his observations of the bikepath. Those items listed as "minor deficiencies" by Jim have subsequently been taken care of by the contractor or the City of Portland Parks Bureau.

Jim's Item No. 1 under "major deficiencies" is the rough surface of the bikeway. In those areas which are confined by 1. the presence of the curb where the path was built below the level of the top of the curb, 2. light poles, manholes, trees, etc., 3. retaining walls of one type or another, a standard width paving machine couldn't be accomodated, consequently the contractor paved this area by using an offset blade from a motor patrol located in the street area. This had the effect of magnifying any irregularities in the street and resulted in a rippled surface on the bikepath in those confined areas. This is roughly estimated to be about one-fourth to one-third of the total length of the path. In those areas, it was decided that we would attempt to do some skin patching in an effort to smooth out these irregularities. As of this writing the contractor has not done this work.

On July 12, Al Johnson called and asked if we had considered widening out the tight curves on the project and also if we had considered warning signs for the sharp curves. As a result of that call, the following Monday, July 15, the writer together with Clair Kuiper and Roland Hall of the City Park Bureau toured the bikeway with Jerry Powell, who is the City of Portland coordinator for the bicycle facilities program. I have attached a copy of a letter that Mr. Powell wrote to Don Stathos which outlines several deficiencies in the bikepath. We went over these items, one by one with Mr. Powell and came to the following conclusions. These are taken in the same order as listed in his letter.

NOTED
A. E. JOHNSON

1. The curb ramps have subsequently been smoothed out by the contractor.

2. Several months ago when we first learned that there was criticism of the steel posts which are embedded in the bikepath at intervals to prevent motor vehicles from entering, we contacted the Bureau of Parks who will have the maintenance of the path and it was their desire to leave these posts in place. We have followed their desires. Reflective tape will be attached to them to make them more visible.

3. We looked at the three sharp sets of curves on the bikepath and Mr. Powell concluded that with the removal of the branches which caused the sight distance problem they weren't all that bad except for the most northerly one at the Veterans Hospital parking lot. There we will increase the super elevation by an overlay of the two curves. This has not been done as yet. On the other two curves, I asked Jerry if he wanted us to widen them out or to increase the super and he felt that this was not necessary. Curve signs are already in place.

4. We have done some additional paving at the Capitol Highway area in order to make the access to the pedestrian push button easier for a bicyclist. This was the only work in the area that Mr. Powell wanted done.

5. The gaps in the pavement along side the railing have been filled in by the contractor.

We also talked about access from the bikepath to the Medical School facilities. Bicyclists must cross a wooden guardrail and Terwilliger Blvd. to get to the Medical School. Sight distance for motorists on Terwilliger Blvd. at this point is very poor due to the curvature of the street. It developed that there was no good place to locate a cross-walk and an opening in the guardrail and we left the problem for Mr. Powell to work out with the Bureau of Parks and the Bureau of Traffic Engineering since where ever the access is located it will have to be marked as a pedestrian crossing by the City's Traffic Engineering Bureau.

In the process of our inspection with Jerry Powell, we ran into Mr. Ray Polani, who authored one of the letters that appeared in the Oregonian. He is quite enthusiastic over the bikepath and he described its purpose in a way that makes sense to me. He looks at it as an ideal place for the novice bicyclist to use as a way to become familiar with the operation of his machine, where he is not threatened by the automobile. He looks at it as an ideal walking path for older people, for joggers, and for people just out for a stroll. Due to its curved scenic alignment, he feels that it is not the place for the high speed, serious bicyclist who would not mix with the slow speed traffic mentioned above. He pointed out that on the down grades of Terwilliger Blvd. the speed of his cycle is more nearly the same as the motorist, as compared to the very slow speed of the people climbing those grades as well as those people using it as a foot path. If it can be looked at as a "Scenic" bikepath and not an "Express" bikepath then it will be a very acceptable facility.

We have been asked by Carroll Keasey to work up a cost estimate for correcting the "major deficiencies" as outlined in Jim's memo. As soon as it is complete it will be forwarded with our recommendations regarding this corrective work.

ELH/b
att
cc: A. E. Johnson w/att
C. T. Keasey w/att
Jim McClure w/att
Clair Kuiper w/att

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
July 10, 1974

FILE:

FROM:

TO: MEMO TO FILES

SUBJECT: Inspection -- Review
Duniway Park -- Barbur Blvd. Section
Terwilliger Bikeway
Multnomah County

RECEIVED
REGION I
JUL 17 1974
RE RME RCE OE TE UE
SO RSM RSC RBI ENV LOC

On July 2nd I cycled the subject bikeway with Ed Hardt, Don Adams, and Clair Kuiper prior to the final completion of the facility. The location, alignment and gradient of the bikeway is excellent and blends well into the lineal park setting along SW Terwilliger Boulevard.

The overall quality of the bikeway is poor, primarily due to the surfacing which is far below Highway Division standards for roads or bikeways. The major and minor deficiencies noted while cycling the bikeway are as follows:

Minor Deficiencies

1. On a few curves, sight distance improvements are needed. This will require cutting limbs and brush to eliminate blind corners.

2. Additional paving on the street intersection bikeramps to eliminate the bump is needed.

3. Minor backfilling along the edge of the bikeway in the area of the two-pipe handrail is necessary. This area should also be covered with bark mulch.

These minor deficiencies are currently being corrected by the resident engineer, along with incorporating an additional access near the Veteran's Hospital. The following major deficiencies were noted along the bikeway:

Major Deficiencies:

1. The riding surface of the bikeway is very rough with the exception of a few areas. Some patching could be accomplished in the worst areas; however, a complete overlay would be more desirable along the majority of the bikeway's length.

2. Much of the curvature on the bikeway is constructed with no superelevation, some curves have adverse super. Curve widening was not incorporated into the project as our current standards were not

in effect at the time this project was contracted. In a few areas, these curves, coupled with poor visability, are potentially dangerous for cyclists and could cause head on bicycle collisions or loss of control by the cyclist. Out-of-control cyclists could end up out in the street in conflict with vehicle traffic.

3. The luminaire poles and the motor vehicle barrier posts potentially are hazardous along the bikeway. In areas where adequate room for construction was available, bikeway widths should not have been narrow. This was the fault of the original construction plans, as only a minimum allowable width was shown adjacent to the luminaire poles.

These potential dangerous areas along the subject bikeway are magnified due to the downhill gradients on most of the bikeway. Speeds in excess of 25 mph are easily achieved on this facility. A big "maybe" along the bikeway is that the rough surface will tend to hold bicycle speeds down and could be a hidden benefit, however, this would be a poor excuse for the surfacing.

There are many reasons and excuses for some of these problems varying from the confined working areas as shown on the construction plans, working in a city park under the direction of the City, to the time of year in which the bikeway was constructed. It also is very evident that personnel in charge of constructing bikeways must ride the facility on bicycles to have a first hand knowledge of what they are constructing.

The attached letter from Mr. Jerry Powell, Coordinator of Bicycle Facilities for the city of Portland, points out some of the same deficiencies. Points No. 1 and 5 in his letter are judged minor and corrective action is being accomplished. The steel posts referred to in Mr. Powell's letter, which are to keep motor vehicles from parking or driving on the bikeway, were discussed by the Region with the City Parks Bureau. The Parks Bureau insisted that the posts are necessary and should remain. Mr. Hardt and I had previously discussed removal of the posts as we both felt the posts were unnecessary and created a hazard. The sharp curves referred to are dangerous. Clearing will help by improving sight distance. I feel the only way to completely correct the problem is to reconstruct the curves with super-elevation. In reference to Point No. 4, a possible solution would be to provide an additional pavement width at the intersection of SW Capitol Highway in the area of the traffic signal as pointed out in Mr. Powell's letter.

I recommend the bikeway be overlayed with a 3/4-inch lift of Class "D" asphalt mix except where the bikeway is constructed level with the top of curb. The sharp curves that are determined hazardous should be reconstructed or overlayed to obtain super and widening.

The above report is not intended to criticize the entire bikeway as there are many excellent features, or blame anyone for the deficiencies in the design and construction. My hindsight criticism is to improve the quality of the bikeway and eliminate as many safety hazards as possible.

James D. McClure
Bicycle Route Engineer

Attachment
JDM:ko
cc E. S. Hunter
C. T. Keasey
Ed Hardt
Clair Kuiper

OREGON
OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

July 3, 1974

Don Stathos, Chairman
Oregon Bicycle Advisory Committee
1005 E. Main
Medford, Oregon 97501

Dear Don:

At Monday evening's Portland Citizens Bicycle Advisory Committee it was resolved to request formally that several deficiencies in the Terwilliger Bikeway be remedied before its official opening. Some of these have already resulted in injuries to bicyclists being reported to this office. In order of their degree of hazard, these deficiencies are:

1. failure of the contractor to smooth the curb ramps at several intersections. The 1½ to 2 inch curb is enough to upset an unwary rider;
2. the 4 inch steel posts in the bikeway are probably not necessary, and they present very much of a hazard (especially at dusk when they are nearly invisible);
3. there are 3 bad curves from Veterans Hospital Road to Duniway Park that are so tight and narrow as to send many riders off the path, and one of them even sets the rider up to wrap himself around a good sized tree.
4. the small space paved at SW Capitol Highway in which one waits for a favorable traffic light is so small as to permit no queuing. (There's also some conflict there with pedestrians and a bus stop);
5. there are rather large gaps in the pavement adjacent to the railings on the outside of the path in the area between SW Hamilton Street and Westwood Drive (the gaps are large enough to snare a bicycle wheel or to entrap a pedestrian).

RECEIVED
JUL 5 1974
LOCATION
SECTION

NOTED
VICTOR D. WOLFE

But for the above noted reservations, the Committee is most pleased with the Terwilliger Bikeway and feels it to be an excellent recreational trail.

Thanks.

Yours very truly,

Jerry M. Powell, Coordinator
Bicycle Facilities Program

JMP:hm
cc: ✓ Jim McClure, Location Engineer, OSHD
Clare Kuyper, Resident Engineer, OSHD
Bob Ewen, Regional Locating Engineer, OSHD

June 30 Oregonian

Trail 'travesty'

To the Editor: The recently completed bicycle path on SW Terwilliger Blvd. is a travesty of the Oregon Bicycle Bill. Rather than providing a reasonable alternative to automobile use in downtown Portland, it provides at best a second-class tricycle route.

Rather than providing a safe passage on some of the more harrowing streets or bridges, the trail was constructed on one of the few routes which was already safe for bicycling. The street connections to and from downtown arteries are inadequate and dangerous. There is no safe exit or entrance to the path at Sam Jackson Park Road, the Dental School, the Veterans Hospital or any of the residential streets west of Terwilliger. The path usurps Portland's most popular jogging trail, making bicycle-jogger confrontations inevitable. The trail is so poorly constructed that a downhill [illegible]

[illegible] that bicycles will continue to use the road, and Portland has gained a useless, unattractive, second-class sidewalk.

Northwest Magazine Sunday, July 14, 1974 21

THERE'S A NEW BIKE TRAIL

OPEN IN PORTLAND

The Terwilliger Boulevard bicycle trail, at long last, is open.

Begun in mid-1973, the route follows Terwilliger from its northern terminus at SW Sheridan Street or Duniway Park, near Portland's core, south almost to Barbur Boulevard, some three miles.

It is a pleasant route, if the bicyclist is not in a hurry.

Since Terwilliger is predominantly downhill going north, a pedaler can reach speeds that are inadvisable when negotiating some quick turns skirting parking zones at several locations along Terwilliger's east shoulder.

In spots, the trail also banks to the outside of curves, making slower travel even more advisable.

Thus, the town-bound bicyclist would do best to use Terwilliger's original pavement, leaving the asphalted trail to the southbound, uphill rider.

Going south, [redacted] and falls, but mostly climbs, offering a haven to the car-wary bicyclist pedaling slowly uphill.

The State Highway Division, which oversaw most of the trail, plans to continue it from south of the Terwilliger Bridge over Interstate 5 to Tryon Creek State Park. The bridge itself has a wooden pedestrian walkway, but because of the bridge's age, a bike route cannot be added.

The south portion of the route may be under construction later this summer, some of it through the Northwestern School of Law campus at Lewis and Clark College, completely separated from Terwilliger.

The state is negotiating on a route between the Terwilliger Bridge and SW Boones Ferry Road with Portland and Multnomah County.

By Richard Colby, a staff writer of The Oregonian.

THE OREGONIAN, THURSDAY, MAY 4, [illegible]

[illegible]

To the Editor: As an old-time bicycle commuter using the Terwilliger Boulevard, I would like to offer some comments on the recently completed Terwilliger Bikeway.

I wish to commend the Oregon State Highway Division for the good job it did. The facility will offer beginning and intermediate young and adult bicycle riders a beautiful and safe training ground. People who have recently acquired bicycles and are concerned about traffic and its dangers will have the opportunity of gaining experience and confidence while at the same time enjoying unsurpassed scenery and a connection from the west side of Portland to the downtown core area.

It must also be remembered that the path is available and will be used by pedestrians and sports people for jogging, running and what-have-you.

All this is very appropriate if one remembers that the purpose of the state law pertaining to the use of highway funds for this type of facility does not [illegible] to bicycle paths, but [illegible].

As for [illegible] other experienced [illegible] the time element [illegible] safety required [illegible] speeds of 35 m.p.h. [illegible] we will continue to use and share the existing pavement with the other modes of transportation. This is because [illegible] the surface of the [illegible] and very tight curves [illegible] dangerous [illegible] type of bike [illegible] in any [illegible] are in [illegible] Division.

#7725

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July ~~11~~, 1974

12

FILE:

SUBJECT: Duniway Park-Barbur Blvd Section
Terwilliger Bikeway
Multnomah County

TO: E. S. Hunter
Assistant State Highway Engineer

Attached is a memo to the files over the signature of James McClure re subject. It is estimated that the recommendations contained in the memo would cost in the neighborhood of $15,000. The construction has not been given final approval by the Region; however, Mr. Klaboe pointed out that unless there were letters documenting unsatisfactory work addressed to the contractor from the Resident Engineer, we have about as much chance as a snowball in a hot place of forcing the contractor to make the necessary corrections.

I would recommend that you concur with an instruction to the Region that they take steps to have this recommended work accomplished at the very eariest possible date.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

Attachment

VDW:mc

cc C. T. Keasey (w/att)
Ed Hardt "
Clair Kuiper "

7-12-74 Sent 7-15-74

Vic
Work is underway to correct deficiencies before dedication
ESH

RECEIVED
JUL 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

July 10, 1974

FROM:

SUBJECT: Inspection -- Review
Duniway Park -- Barbur Blvd. Section
Terwilliger Bikeway
Multnomah County

TO: MEMO TO FILES

On July 2nd I cycled the subject bikeway with Ed Hardt, Don Adams, and Clair Kuiper prior to the final completion of the facility. The location, alignment and gradient of the bikeway is excellent and blends well into the lineal park setting along SW Terwilliger Boulevard.

The overall quality of the bikeway is poor, primarily due to the surfacing which is far below Highway Division standards for roads or bikeways. The major and minor deficiencies noted while cycling the bikeway are as follows:

Minor Deficiencies

1. On a few curves, sight distance improvements are needed. This will require cutting limbs and brush to eliminate blind corners.
2. Additional paving on the street intersection bikeramps to eliminate the bump is needed.
3. Minor backfilling along the edge of the bikeway in the area of the two-pipe handrail is necessary. This area should also be covered with bark mulch.

These minor deficiencies are currently being corrected by the resident engineer, along with incorporating an additional access near the Veteran's Hospital. The following major deficiencies were noted along the bikeway:

Major Deficiencies:

1. The riding surface of the bikeway is very rough with the exception of a few areas. Some patching could be accomplished in the worst areas; however, a complete overlay would be more desirable along the majority of the bikeway's length.
2. Much of the curvature on the bikeway is constructed with no superelevation, some curves have adverse super. Curve widening was not incorporated into the project as our current standards were not

in effect at the time this project was contracted. In a few areas, these curves, coupled with poor visability, are potentially dangerous for cyclists and could cause head on bicycle collisions or loss of control by the cyclist. Out-of-control cyclists could end up out in the street in conflict with vehicle traffic.

3. The luminaire poles and the motor vehicle barrier posts potentially are hazardous along the bikeway. In areas where adequate room for construction was available, bikeway widths should not have been narrow. This was the fault of the original construction plans, as only a minimum allowable width was shown adjacent to the luminaire poles.

These potential dangerous areas along the subject bikeway are magnified due to the downhill gradients on most of the bikeway. Speeds in excess of 25 mph are easily achieved on this facility. A big "maybe" along the bikeway is that the rough surface will tend to hold bicycle speeds down and could be a hidden benefit, however, this would be a poor excuse for the surfacing.

There are many reasons and excuses for some of these problems varying from the confined working areas as shown on the construction plans, working in a city park under the direction of the City, to the time of year in which the bikeway was constructed. It also is very evident that personnel in charge of constructing bikeways must ride the facility on bicycles to have a first hand knowledge of what they are constructing.

The attached letter from Mr. Jerry Powell, Coordinator of Bicycle Facilities for the city of Portland, points out some of the same deficiencies. Points No. 1 and 5 in his letter are judged minor and corrective action is being accomplished. The steel posts referred to in Mr. Powell's letter, which are to keep motor vehicles from parking or driving on the bikeway, were discussed by the Region with the City Parks Bureau. The Parks Bureau insisted that the posts are necessary and should remain. Mr. Hardt and I had previously discussed removal of the posts as we both felt the posts were unnecessary and created a hazard. The sharp curves referred to are dangerous. Clearing will help by improving sight distance. I feel the only way to completely correct the problem is to reconstruct the curves with super-elevation. In reference to Point No. 4, a possible solution would be to provide an additional pavement width at the intersection of SW Capitol Highway in the area of the traffic signal as pointed out in Mr. Powell's letter.

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James D. McClure
Bicycle Route Engineer

Attachment
JDM:ko
cc E. S. Hunter
C. T. Keasey
Ed Hardt
Clair Kuiper

#7925

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 12, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: Ed Hardt
Regional Engineer
PORTLAND

SUBJECT: Duniway Park-Barbur Blvd. Section
Terwilliger Bikeway

NOTED
H. S. COULTER

You have a copy of McClure's memo of July 10, 1974, regarding major and minor deficiencies noted on a pre-final inspection of the project on July 2.

Please give me an estimate of the cost to correct the "major deficiencies" recommended by Mr. McClure for correction.

I understand that the "minor deficiencies" are being or have been corrected.

CTK:fr

cc: H. S. Coulter
E. S. Hunter

RECEIVED
JUL 12 1974
Office of
Assistant State Highway Engineer

#7725

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 11, 1974

FILE:

FROM:

SUBJECT: Advisory Committee on Bicycles Meeting

TO: Mr. Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

COPY in COR 8-4

The next meeting of the Advisory Committee on Bicycles will be held July 18 and 19 with the dedication of the Terwilliger Boulevard Bikeway on July 20. The meeting will be a work session to formulate ideas concerning proposed legislation as outlined on the attached agenda. I have made arrangements for use of the Conference Room in the Agriculture Building for the 18th and the Highway Division Conference Room for the morning of the 19th.

The dedication ceremony for the Terwilliger Boulevard Bikeway will involve our Committee and the City of Portland Bicycle Task Force. In discussing the dedication with Patricia Katy, Promotional Director for KGW-TV, I learned they are planning to begin the dedication at 12 noon, July 20, starting at the parking lot of the Memorial Coliseum involving as many cyclists as possible. From the Coliseum a contingent will bike through Portland, with a police escort, to Duniway Park for various ceremonies and the dedication of the bikeway. The dedication ceremony will kick off "Bike Week" in the City of Portland which is to be held from July 20 through 27.

Ms. Katy asked if it would be possible for us to supply temporary BIKE ROUTE signs along the police escorted route to Duniway Park. I thought this would be possible and suggested she contact Ed Hardt for assistance on these temporary signs.

Upon receiving Mr. Stathos' formal agenda, a press release will be printed on the meeting and the Committee's involvement in the dedication ceremony.

J.D.McClure
James D. McClure
Bicycle Route Engineer

JDM:jp

cc E.S. Hunter
Ed Hardt

RECEIVED
JUL 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

ADVISORY COMMITTEE ON BICYCLES

DON STATHOS, Chairman
1005 E. Main Street
Medford, Oregon 97501

ERNEST DRAPELA, Vice Chairman
105 City Hall
Eugene, Oregon 97401

RUTH BASCOM
2114 University
Eugene, Oregon 97403

WINSLOW "WINK" BROOKS
City of Tigard
12420 SW Main Street
Tigard, Oregon 97223

GLENN H. GREGG
Lewis & Clark College
0615 SW Palatine Hill Road
Portland, Oregon 97219

LARRY HOOK
7850 SE Stark Street
Portland, Oregon 97215

MARILYN ROSS
Route 3, Box 260
Hermiston, Oregon 97838

RICK SEREX
5386 Aster Street NW
Salem, Oregon 97304

July 10, 1974

TO: All members of Advisory Committee on Bicycles

Sorry to be so long in writing but have been very busy bicycling, playing tennis, going to Disneyland and doing all those things important.

In regards to our next meeting; the Sun River thing is not on because the date of the annual bicycle event has not been set, plus we could not get a consideration on price.

We will hold a formal meeting in Salem and Portland on July 18th, 19th and 20th.

July 18th & 19th in Salem in the Highway hearing room beginning at 10:00 a.m. This will be Thursday and Friday.

On Saturday morning, the committee will be part of an official dedication of the new Terwilliger bike path in Portland for those who can stay over.

The reason why this is spread over Thursday, Friday and Saturday is because the Highway Department has arranged a presentation on Thursday for us that can't be shown on Friday. Since we did not hold a meeting in May and June, this seemed in order.

A formal agenda will be prepared. This will principally be a work meeting to discuss:

1. *Registration & Licensing*
2. *Safety and Education*
3. *Additional financing for bike paths*
4. *Design of bike paths*

Sincerely,

Don

Don Stathos
Chairman
Advisory Committee on Bicycles

DLS/lf

RECEIVED
JUL 11 1974
LOCATION
SECTION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7725

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 10, 1974

Mr. Jerry M. Powell, Coordinator
Bicycle Facilities Program
City of Portland
424 SW Main Street
Portland, OR 97204

NOTED
E. S. HUNTER

Dear Mr. Powell:

The deficiencies you noted in your letter to Don Stathos concerning the Terwilliger Boulevard Bikeway will be considered and possibly remedied before its official opening. Some of the deficiencies you noted are being corrected at the present time and I suggest you contact Clair Kuiper, Resident Engineer, for current status of this work.

We discussed the removal of the 4-inch steel posts with the Park Bureau but they were not in favor. I can see no problem in providing the additional pavement width at the intersection of SW Capitol Highway; however, improving the three bad curves on the bikeway may require some extensive reconstruction. We are now trying to determine a method in which an economical solution could be developed to make these curves safer for cyclists.

I appreciated receiving your Committee's comments concerning the Terwilliger Boulevard. The setting and location of the bikeway along the lineal park is excellent and, hopefully, we will be able to correct some of the problems and make it a very useful bikeway.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

RECEIVED
JUL 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JDM:jp
cc Don Stathos
E.S. Hunter
E.L. Hardt

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

July 3, 1974

Don Stathos, Chairman
Oregon Bicycle Advisory Committee
1005 E. Main
Medford, Oregon 97501

Dear Don:

At Monday evening's Portland Citizens Bicycle Advisory Committee it was resolved to request formally that several deficiencies in the Terwilliger Bikeway be remedied before its official opening. Some of these have already resulted in injuries to bicyclists being reported to this office. In order of their degree of hazard, these deficiencies are:

1. failure of the contractor to smooth the curb ramps at several intersections. The 1½ to 2 inch curb is enough to upset an unwary rider;

2. the 4 inch steel posts in the bikeway are probably not necessary, and they present very much of a hazard (especially at dusk when they are nearly invisible);

3. there are 3 bad curves from Veterans Hospital Road to Duniway Park that are so tight and narrow as to send many riders off the path, and one of them even sets the rider up to wrap himself around a good sized tree.

4. the small space paved at SW Capitol Highway in which one waits for a favorable traffic light is so small as to permit no queuing. (There's also some conflict there with pedestrians and a bus stop);

5. there are rather large gaps in the pavement adjacent to the railings on the outside of the path in the area between SW Hamilton Street and Westwood Drive (the gaps are large enough to snare a bicycle wheel or to entrap a pedestrian).

But for the above noted reservations, the Committee is most pleased with the Terwilliger Bikeway and feels it to be an excellent recreational trail.

Thanks.

Yours very truly,

Jerry M. Powell, Coordinator
Bicycle Facilities Program

JMP:hm

cc: Jim McClure, Location Engineer, OSHD
Clare Kuyper, Resident Engineer, OSHD
Bob Ewen, Regional Locating Engineer, OSHD

7925

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 1, 1974

FILE:

FROM:

SUBJECT: Terwilliger Boulevard Bikeway

TO: MEMO TO FILES

On June 27 I received a call from Patricia Cady, Promotional Director for KGW-TV (224-8620) indicating their planned sponsorship of Bike Week in Portland from July 20 - 27 which will be a city-wide effort.

KGW-TV would like us to coordinate a dedication ceremony of the Terwilliger Boulevard Bikeway for Saturday, July 27. They would supply platforms, PA systems, et cetera, in the Duniway Park area.

I contacted Gary Sund and requested that he contact Ms Cady for more information about the proposed dedication ceremony and advise us on how to proceed. I also discussed the proposed dedication ceremony with Ed Hardt and we are going to ride the bikeway on July 2. There have been a couple of letters to the editor which indicate the bikeway is not up to our best standards of construction and our ride is for the purpose of determing if any corrective action is necessary.

Don Stathos called June 28 and suggested that the next meeting for the Advisory Committee be in Salem either the 19th or 26th of July. I discussed the proposed dedication of the Terwilliger Boulevard Bikeway and that the committee may wish to participate. He was very receptive to the idea and I stated that after we find out more about the dedication ceremony I would advise him prior to his sending out information on the next meeting.

NOTED
E. S. HUNTER

James D. McClure
Bicycle Route Engineer

RECEIVED
JUL 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JDM:jp

cc E. S. Hunter
Gary Sund

7925

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: DUNIWAY PARK-BARBUR BLVD. (PORTLAND) BIKEWAY

WEEK ENDING: June 22, 1974

SECTION PREFIX: 826-1108

HIGHWAY: City St. (Terwilliger Blvd.)

COUNTY: Multnomah

NAME OF JOB: Duniway Park-Barbur Blvd. Bikeway

KIND OF WORK: Grading and Paving Bikeway

CONTRACTOR: Waybo, Inc.

CONTRACT NUMBER: 7925

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 29, 1973

DATE WORK STARTED: September 14, 1973

ESTIMATED COMPLETION DATE: June 8,1974

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 175

CALENDAR DAYS USED: 175

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 288,817.78

EXCLUSIVE OF ENGINEERING: $ 265,915.93

ENGINEERING AUTHORIZATION: $ 22,901.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 230,000.00

ENGINEERING COST TO DATE: $ 20,200.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 80.6%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . 13.5 %

PERCENT OF AUTHORIZATION . . . 88.2 %

DATE PROJECT WAS COMPLETED: June 8, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Rock Embankment	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Cloudy			RECEIVED 5
THURSDAY	Clear			[illegible] 1974
FRIDAY	Clear			
SATURDAY	Clear			BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	Corrective work along edge of trail
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

NEXT WEEK: Anticipate Final Inspection.

SIGNED Clair Kuiper LOCATION Milwaukie

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

.7925

8

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE May 20, 1974

TO ~~C. W. Head~~ V. Gallagher
John Bond Charles Barrett

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Waybo, Inc.
Contract 7925

Treasurer's Receipt #1229 (U. S. Treasury Bill 2980237B) in the amount of $10,000.00 has been deposited in lieu of retainage on contract 7925.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Administrative Services office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1229

Received for Account of Waybo Inc. General Contractors

Address 7580 N.E. Killingworth St.
Portland, Oregon 97218

Date May 17, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
United States Treasury Bill Dated May 2, 1974 Due Oct. 31, 1974	2980237B✓	1	10,000				10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7925✓

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
MAY 20 1974
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 17, 1974

Waybo Inc. General Contractors
7580 N.E. Killingsworth Street
Portland, Oregon 97218

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1229, dated May 17, 1974, in the amount of $10,000.00 covering United States Treasury Bill number 2980237-B, due October 31, 1974, this deposit is in lieu of retainage on your State Highway Contract number 7925.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
MAY 20 1974
Contract Accts.

COPY

.7925

8

**OREGON STATE
HIGHWAY DIVISION**

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 654-7741, Ext. 262

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

October 23, 1973

NOTED
H. S. COULTER

JAMES L. APPERSON
City of Portland Engineer
1220 SW Fifth Avenue
Portland, OR 97204

BIKEWAY PROPOSAL
Duniway Park-Portland State University
Section along I-405

We have reviewed the possibility of the proposal in your letter of September 26, 1973 of locating a portion of the Duniway Park-Portland State University Bikeway that lies between SW 6th Avenue and Broadway within the right of way of I-405.

Attached is a sketch map which shows a satisfactory position for an 8' bikeway and certain estimated items of work that would need to be performed. It would be necessary to install a chain link fence on the freeway side of the bikeway in order to preserve the access control features of the freeway.

The agreement can be handled by the issuance of a permit and I am asking our District Engineer, Harry Woodward, to make the necessary submittal. You may undertake the work and construct the bikeway on receipt of an approved copy of the permit.

L. W. RULIEN
Regional Engineer

Attachment

NOTED
H.S.COULTER

LRW/cr
bc H. S. Coulter
H. S. Hunter
James McClure
John Hagemann
H. E. Woodward
R. T. Ewen

RECEIVED
OCT 24 1973
Office of
Assistant State Highway Engineer

8-123

#7925

5

R. H. RUMBOLZ PLEASE NOTE: Please
prep [illegible] and submit a State Force
Order for this work. Prefix No.
826-1108. Return one copy of
Est. and sketch with SFO.

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 2, 1973

Robert C. Hyle
Bureau of Water Works
City of Portland
1800 SW Sixth Ave.
Portland, OR 97201

Water Facilities Adjustment
Duniway Park-Barbur Blvd.
(Portland Bikeway)
Terwilliger Blvd. (City Street)
Multnomah County

Dear Mr. Hyle:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of September 20, 1973, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of October 2, 1973.

Please contact Mr. C. L. Kuiper, Resident Bridge Engineer, P.O. Box 02157, 9200 SE McLoughlin Blvd., Milwaukie, OR 97222, telephone 654-7741 ext. 276, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to October 2, 1973, will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

NOTED
H.S. COULTER

Very truly yours,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly

bc: H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog w/att.
L. W. Rulien "
C. L. Kuiper " 2
M. J. Klotz w/att.
R. H. Rumbolz " 2

7925

s

September 17, 1973

Waybo, Inc.
7580 N. E. Killingsworth
Portland, Oregon 97218

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7925 for work on the Duniway Park-Barbur Boulevard (Portland) Bikeway Project on Terwilliger Boulevard in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Mead, Manager
ADMINISTRATIVE SERVICES

tm
Encl.

cc United Pacific Insurance Company
Portland and Tacoma

C. T. Keasey
Walt Hart
L. H. Young Attn: Vince Gallagher
L. W. Rulien
Clair Kuiper

7925

5

Salem, Oregon

September 6, 1973

Clair Kuiper
Resident Engineer

Contract Payment Engineer

Contract No. 7925

The attached Form 124-RE-1, example attached, is to be submitted to the contractor, to be completed by him, and returned to the resident engineer prior to the first contract payment.

The form should be attached to the first pay estimate submitted by the resident engineer for payment to the contractor.

VG:pr

cc: L. W. Rulien
Regional Engineer

Salem, Oregon

September 6, 1973

Clair Kuiper
Resident Engineer

L. H. Young
Office Engineer

Contract 7925
Furnishing and Planting Vines; Bid Item 40
Subsection 682.91, Page 601, Standard Specs., 1970

A change in procedure for payment to the contractor for work done under Bid Items __________ is effective immediately on this contract. The purpose of the change is to eliminate the need for computing and entering the establishment withholding amount (10% of the unit price) on progress and semi-final pay estimates.

Under the new procedure the bid items have been split as follows:

Bid Item		Unit Price	Quantity
______	Furnish and Plant Trees	______ 90% of unit price	______
______	Establishment Period Work	______ 10% of unit price	______
______	Furnish and Plant Shrubs	______ 90% of unit price	______
______	Establishment Period Work	______ 10% of unit price	______
40	Furnish and Plant Vines	0.45 90% of unit price	7250
40A	Establishment Period Work	0.05 10% of unit price	7250

OUTLINE OF PAY ESTIMATE PROCEDURES

Progress Estimates

1. Quantities will be entered under item 4 only.

Semi-Final Estimate (All contract work has been completed; establishment period has started.)

1. Same as progress estimate.

Post-Semi-Final Estimate (All replacement planting completed and accepted; re-count of quantities installed completed. Establishment period ends.)

1. a) If no change from semi-final quantities shown under item 4 enter the same quantities under item 4A.

   b) If a change from semi-final quantities shown under item 4 adjust item 4 quantities accordingly and enter same quantity under 4A.

Final contract payment will be made after:

1. Post-final estimate quantities have been approved by the Final Checking Engineer.
2. Final Region Inspection Report and Third Notification Date has been received in Office Engineering.

VG:pr

cc: L. W. Rulien

7925

September 4, 1973

Wayho, Inc.
7380 N. E. Killingsworth
Portland, Oregon 97218

Gentlemen:

Enclosed are three copies of Contract No. 7925 awarded to you on August 29, 1973 for work on the Duniway Park-Barbur Boulevard (Portland) Bikeway Section on Terwilliger Boulevard in Multnomah County in the amount of $242,463.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 15, 1973.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

hs
Enclosures

bc C. T. Kenney
Walt Hart
L. E. Young
Attn: Vince Gallagher
R. N. Bothman
Clair Kuiper

7925

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE September 4, 1973

TO C. W. HEAD
Administrative Services Manager

FROM C.T. Flink
C. T. FLINK
Regional Office Engineer

SUBJECT PROJECT JURISDICTION

Correspondence regarding two projects under the jurisdiction of Region 1 is being sent to the Metropolitan Section. Please route correspondence on the NE 122nd Avenue Section of the Columbia River Highway and the Duniway Park-Barbur Blvd. Bikeway Section to L. W. Rulien. This will help reduce the delay in transmitting information to the Resident Engineers and the contractors.

Mr. Head:
I noted this on my tab.
Kathi

CTF/cr

RECEIVED
SEP 5 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

7925

5

August 30, 1973

Kayte Inc.
7500 N. E. Killingsworth Avenue
Portland, Oregon 97218

Gentlemen:

The Oregon Transportation Commission on August 29, 1973, awarded to you State Highway Contract No. 7925 in the amount of $242,465 on the Duniway Park-Barbur Boulevard (Portland) Bikeway Section in Multnomah County.

Contract Forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

td
bc C. T. Keasey
Walt Hart
R. N. Bothman
Clair Kuiper
L. H. Young
Attn: Vince Gallagher

7925

July 3, 1973

Portland City Council
City Hall
1220 S. W. 5th Avenue
Portland, Oregon 97204

Attn: Mr. Lloyd Anderson, Room 414
Commissioner of Public Works

Gentlemen:

Attached for your records is a letter-form agreement concerning the construction of a proposed bicycle-pedestrian facility between Duniway Park and the south city limits of Portland adjacent to S. W. Terwilliger Boulevard in Portland.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Attachment

Gen files
already has
a copy of agree.
for

7925

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1973

To: MEMO TO FILES

SUBJECT: Duniway Park-Barbur Boulevard Section
Terwilliger Boulevard Bikeway
Multnomah County

In discussing the subject bikeway with Mr. Klaboe, he indicated he was not happy with the proposed 12 percent grades on the construction plans.

I told him the Region Engineer was planning to work with the City Parks Department to investigate easing these gradients with additional fill or possible wall construction.

James D. McClure
Bicycle Route Engineer

NOTED
E. S. HUNTER

JDM:jp
cc: E.S. Hunter
L.W. Rulien

RECEIVED
JUN 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7935

THE CITY OF
PORTLAND
OREGON

files

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

June 14, 1973

ISC. CONTRACTS and
AGREEMENTS No. 4738

Mr. R. L. Schroeder, Asst. State Highway Engr.
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

Please find enclosed herewith fully executed copy of letter-form agreement regarding Bicycle-Pedestrian Facility, Duniway Park-Taylors Ferry Road, S. W. Terwilliger Boulevard - Phase I, for your files.

Yours very truly,

George Yerkovich

Auditor of the City of Portland

ms

MS:dlh
Encl.

RECEIVED
JUN 28 1973
Office of
Assistant State Highway Engineer

RECEIVED
JUN 18 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

79.25

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 22, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
June 21 Bid Letting

Bids will be taken June 21 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project:

1. Rice Hill-North Oakland Junction Section
Pacific Highway, Douglas County
Grade, Pave and Sign Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

2. McKenzie River-Sutherlin Section
Pacific Highway, Lane and Douglas Counties
Grade, Pave, Guardrail and Concrete Barrier
Safety Project

Same as No. 1.

3. Baldock Safety Rest Area
Pacific Highway, Clackamas County
Utility Improvement Project

Footpaths or bicycle trails are not incorporated

in this project as no new highway construction, reconstruction or relocation is involved.

4. Arlington-Idaho Line Section
   Columbia River and Old Oregon Trail Highways, Five Counties
   Grade, Pave, Guardrail and Concrete Barrier Safety Project

   Same as No. 1.

5. Seventh Avenue-Willamette River Section
   Eugene-Springfield Highway, Lane County
   Roadside Improvement Project

   Same as No. 3.

6. Multnomah Falls-John Day River Section
   Columbia River Highway, Four Counties
   Grade, Pave, Guardrail and Concrete Barrier Safety Project

   Same as No. 1.

7. S. Fork Malheur River-Malheur Caves Road Section
   Steens Highway, Harney County
   Grade and Pave Project

   Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. 4th Street at Bartlett Street (Medford) Section
   City Street, Jackson County
   Signal Project

   Same as No. 3.

9. 4th Street-5th Street (Grants Pass) Section
   Bridge Street, Josephine County
   Grade and Pave Project

   Sidewalks will be constructed as part of this project. By City ordinance, bicycles may be

ridden on sidewalks outside of the downtown core area.

10. West City Limits-Mason Street (Sheridan) Section
FAS 907, Yamhill County
Grade, Pave and RR Signal Project

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 3(a), which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one percent equals $250 or less."

11. Ruggles Road-Liberty Road Section
FAS [illegible], Sherman County
Grade and Pave Project

Same as No. 7.

12. 2nd Street-South Railroad Boulevard (Redmond) Section
FAS [illegible], Deschutes County
Grade, Pave and RR Signal Project

Footpaths and bike trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(c), which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails."

Sidewalks are planned for this street by the City at a later date.

13. Left Hand and Parrish Creek Bridges
FAS [illegible], Wheeler County
Structure Project

Same as No. 7.

14. Grande Ronde River (Stanley Lane) Bridge Section
FAS [illegible], Union County
Structure Project

Same as No. 7.

15. Grande Ronde River (Hull Lane) Bridge Section
FAS 31-112, Union County
Structure Project

Same as No. 7.

16. Campbell Bridge-Beaverton Section
Farmington Highway, Washington County
Paving and Bikeway Project

A bikeway will be provided from S. W. 209th to Beaverton along this highway. The remaining section does not include a footpath or bicycle trail as the cost of establishment would be excessively disproportionate to need or probable use.

17. Modoc Point (Units "C" and "D") Section
The Dalles-California Highway, Klamath County
Grade and Pave Project

Same as No. 7.

18. Mt. Vernon (Ingle Street and Riverside Street) Section
Grant County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Due to the anticipated lack of use and the short length of this project, the construction of footpaths and bike trails would not be practical.

19. Garden Valley Road at BLM Access (Roseburg) Section
FAS 300, Douglas County
Traffic Signal Project

Same as No. 3.

20. Duniway Park-Barbur Boulevard (Portland) Bikeway Section
S. W. Terwilliger Boulevard, Multnomah County
Grade, Pave and Structure Project

This is the first unit of a fully separated bikeway constructed through a lineal park which parallels S. W. Terwilliger Boulevard.

21. Walker Avenue-Tolman Creek Road (Ashland) Bikeway Section
Rogue Valley Highway, Jackson County
Grade and Pave Project

This project provides a fully separated bikeway from the Southern Oregon College area to Bellview Elementary School along Siskiyou Boulevard.

22. Rickreall-Monmouth Bikeway
Pacific Highway West, Polk County
Grade, Pave and Structure Project

This project provides for a separated bikeway from the City of Monmouth to Rickreall Junction.

These items will be on the agenda for the May 29 meeting and your approval is recommended.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Gary Sund

JDM:jp ja

7955

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A

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1973

SUBJECT: Terwilliger Boulevard Bikeway
SW Barbur Boulevard-Tryon
Creek State Park Section
Multnomah County

To:
Mr. L. W. Rullen
Region 1 Engineer
Portland, Oregon

Recently Mr. Ewen and Mr. McClure discussed preliminary costs, based on curb and sidewalk bikeway construction, for this section of the subject project. The following table represents the costs discussed:

Section		B Costs*	R Costs**	Total	Cost/mile
City St	(0.78 mile)	32,000	12,000	44,000	56,500
County Rd	(1.14 miles)	56,000	84,000	140,000	122,000
Total Costs	(1.92 miles)	Terwilliger Str. to Park		$184,000	$ 96,000

*Bikeway costs -- curbs, sidewalks and signal revisions
**Roadway costs -- street paving and drainage

It appears that costs along the county road section are more than can be justified for the expenditure of bikeway funds as the street upgrading costs far exceed the bikeway cost. Please contact Multnomah County and check out the possibility of developing a joint cost sharing project. You might approach the County with the idea of shifting the highway center line 3 to 5 feet westerly to allow adequate room for the two-way bikeway on the easterly side to avoid the expensive drainage system. This proposal could be coupled with a joint overlay project for the entire street and the State could share in a prorated cost as this facility would benefit the County as well as the Highway Division in developing this bikeway.

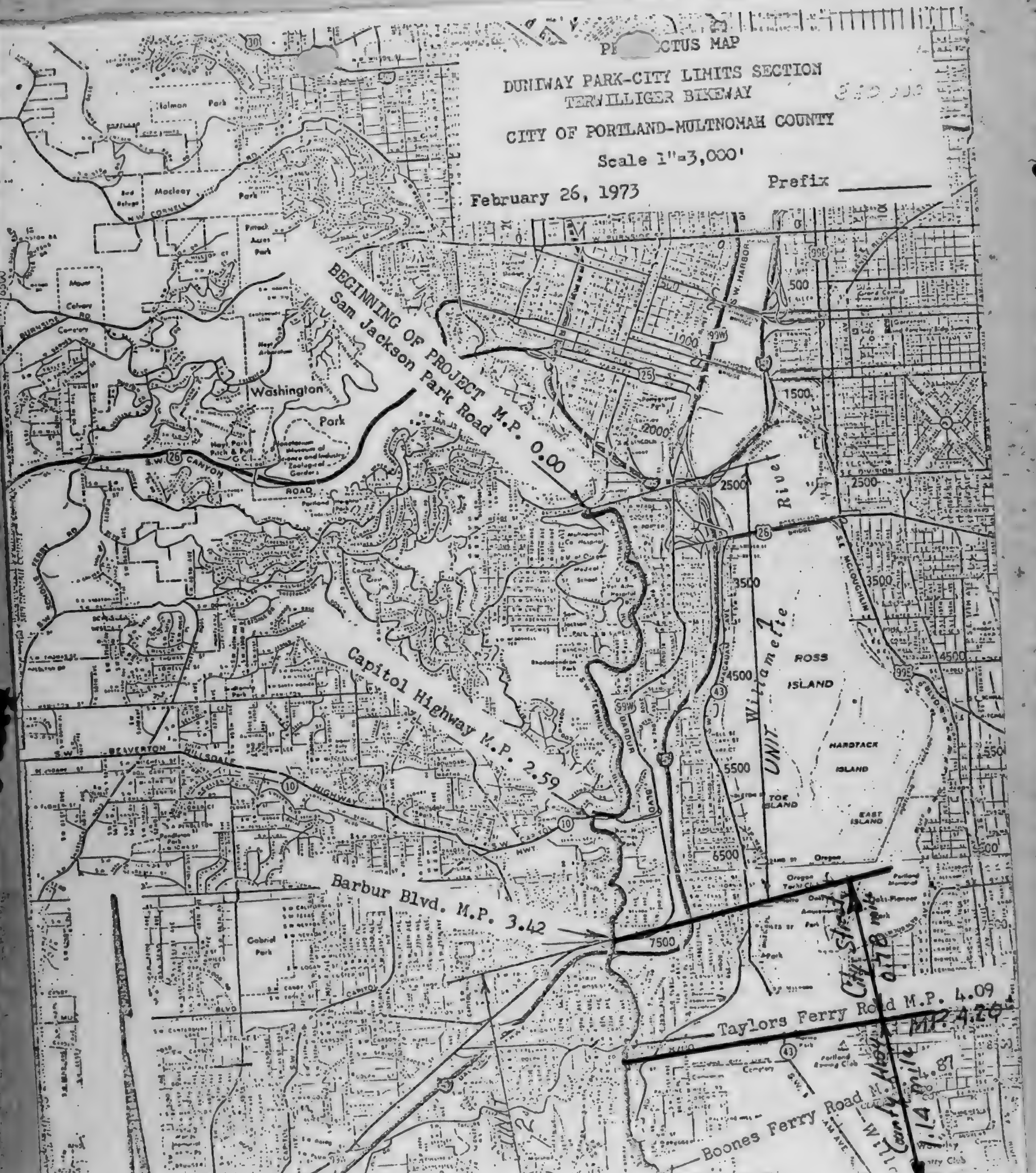
NOTED
E. S. HUNTER

RECEIVED
MAY 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Please advise if you feel these ideas are physically possible and the reaction from Multnomah County. I feel this bikeway must be built as it has been approved by the Commission as a route to Tryon Creek State Park.

Victor D. Wolfe
Location Engineer

JDM:jp
cc: E.S. Hunter
J.H. Versteeg

PR[illegible]CTUS MAP
DUNIWAY PARK-CITY LIMITS SECTION
TERWILLIGER BIKEWAY
CITY OF PORTLAND-MULTNOMAH COUNTY
Scale 1"=3,000'
February 26, 1973
Prefix ________
BEGINNING OF PROJECT M.P. 0.00
Sam Jackson Park Road
Capitol Highway M.P. 2.59
Barbur Blvd. M.P. 3.42
Taylors Ferry Road M.P. 4.09
M.P. 4.29
Boones Ferry Road M.P. 4.87
END OF PROJECT M.P. 5.
City Limits
City Street
0.78 mile
County Highway
1.14 mile
Willamette River
UNIT 1
UNIT 2
Washington Park
Macleay Park
Holman Park
Gabriel Park
ROSS ISLAND
HARDTACK ISLAND
TOE ISLAND
EAST ISLAND
S.W. CANYON ROAD
BEAVERTON HILLSDALE HIGHWAY
S.W. HARBOR
Portland Rowing Club
Waverley Country Club
Oregon Yacht Club
Portland Memorial
Oaks Pioneer Park

7925

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1973

SUBJECT: Duniway Park-Barbur Boulevard Section
Terwilliger Bikeway
City of Portland
Prefix: 826-1491

To:

Mr. James H. Versteeg
Road Design Engineer
Building

NOTED
E. S. HUNTER

Transmitted herewith are the final location plans for the 3.2-mile first unit of the subject bikeway together with transmittal letters from Mr. Robert T. Ewen listing the data submitted. Mr. Ewen advises that additional drill log information for the binwall will be submitted soon.

These plans have been developed and coordinated with the City of Portland's Public Works and Parks Bureaus. In two areas the bikeway has gradients in excess of 12 percent. These are in developed park sections and in locations requested by the City Parks Bureau which wishes to avoid extensive construction of walls, et cetera, that would be distructive to the natural setting.

The area between SW Chestnut Street and SW Barbur Boulevard will require a full concrete curb and sidewalk facility constructed to City standards that will conform to future widening of Terwilliger Boulevard. We are not planning to pave or construct the widened street for the City in the area between the existing edge of pavement and the new curb location. This will be covered in the agreement with the City and State.

Please prepare these plans in time to let a contract in June. Discuss with us any major changes you feel necessary on the bikeway.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

JDM:jp
Enclos.
cc: E.S. Hunter
Don Harwell
L.W. Rulien
Robert Ewen

RECEIVED
MAY 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP*93470-734

7925

5

bc: A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
Victor Wolfe

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 12, 1973

Department of Public Works
City Engineer's Office
City Hall
1220 S.W. 5th Avenue
Portland, Oregon 97204

Attn: Mr. Robert Rector

Gentlemen:

Herewith are revised agreements regarding the Bikeway-Pedestrian Facility between Duniway Park and Portland South City Limits, adjacent to S.W. Terwilliger Boulevard.

The revision includes only that portion north of Taylors Ferry Road (Phase 1), and the Park Bureau's responsibility for future maintenance, as well as added officials on the signatures of approval.

This is in accord with the desires of Mr. Dick Walton of your staff.

We trust this will now meet with your approval and request early consideration as we plan on a contract in June of this year.

Very truly yours,

H. S. Cox
County and City Engineer

By

DNHarwell

D. N. Harwell
Assistant Engineer

DNH:ljt
Encl.

cc: Metro (Att.)
Region 1 (Att.)

NOTED
R. L. SCHROEDER

RECEIVED
APR 12 1973
Office of
Assistant [illegible] Highway Engineer

7925

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 19, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval
Three Bikeway Projects

The following bikeway projects which are tentatively scheduled for the June letting are presented for your consideration.

1.	Duniway Park-Tryon Cr. State Park (Portland) Bikeway, SW Terwilliger Blvd., Multnomah County, G-P- Str.	$350,000
2.	Rickreall-Monmouth Bikeway, Pacific Highway West, Polk County, G-P- Str.	200,000
3.	Walker Ave.-Tolman Cr. Rd. (Ashland) Bikeway, Rogue Valley Hwy., Jackson Co., G-P	31,200
	Subtotal	$581,200
	Contingency	3,800
	Total	$585,000

I recommend these bikeway projects be constructed with State funds at an estimated cost of $585,000, and request your authorization to include them in our current State Construction program.

This matter will be on the agenda for your consideration at the April 17 meeting.

cc: C. W. Head
A. E. Johnson
G. M. Baldwin
E. S. Hunter
H. S. Coulter
V. D. Wolfe
L. H. Young
V. E. Skoog
J. D. McClure
Gary Ross
Gary Sund

BLG:dg dpy

7925

bc: ~~A.~~ E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
Victor Wolfe

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Portland City Council
City Hall
1220 S.W. 5th Avenue
Portland, Oregon 97204

Attn: Mr. Lloyd Anderson, Room 414
Commissioner of Public Works

NOTED
A. E. JOHNSON

Gentlemen:

Bicycle-Pedestrian Facility
Duniway Park-Portland South City Limits
S.W. Terwilliger Boulevard

This letter-form agreement is submitted for your approval pursuant to prior letters and discussions concerning the construction of a proposed bicycle-pedestrian facility between Duniway Park and the south city limits of Portland, adjacent to S.W. Terwilliger Boulevard in Portland. The first portion of the project is scheduled for a fiscal 1973 letting.

Construction of the bicycle-pedestrian facility may be accomplished as follows:

1. State shall prepare plans, contract, and bear all costs related to constructing the project, including necessary signing, between Duniway Park and the south city limits of Portland, near Lewis & Clark College, adjacent to S.W. Terwilliger Boulevard.
2. State shall construct two one-way bikeways adjacent to Terwilliger Boulevard between S.W. Taylors Ferry Road and S.W. Boones Ferry Road, near Collins View School.
3. State shall construct the facility on existing trails where possible, with meandering as required.
4. State shall include in the contract installation of barriers to obstruct motorized vehicles from entering trails at major street intersections.

RECEIVED
STATE HWY ENGR
MAR 15 '73
REFER TO

FOR

Info	Answer	[illegible]	[illegible]	Sign	Act	File

5. State shall coordinate work with City Parks and Recreation Department in the interest of protecting existing improvements.

6. State shall be responsible for all railroad negotiations, if appropriate.

7. State and City agree to perpetual use of any properties utilitized for this facility owned by either City or State, and this use shall not be revocable except by mutual, written agreement.

8. City shall adopt the necessary resolution or ordinance restricting motorized vehicles from this facility other than for emergency or maintenance.

9. City shall close, reconstruct, and/or reroute those streets or roads conflicting with this facility to provide alternate routes for motorized vehicles within the City Park areas, if any there be.

10. City shall be solely responsible for all maintenance required on this facility.

Based on City of Portland Resolution #31047, we trust the foregoing is agreeable to the City. Please have the necessary signatures affixed and return three signed copies to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

APPROVED BY CITY OF PORTLAND

By______________________________

By______________________________

Date____________________________

DNH:ljt
3/13/73
cc: Metro

EXHIBIT A

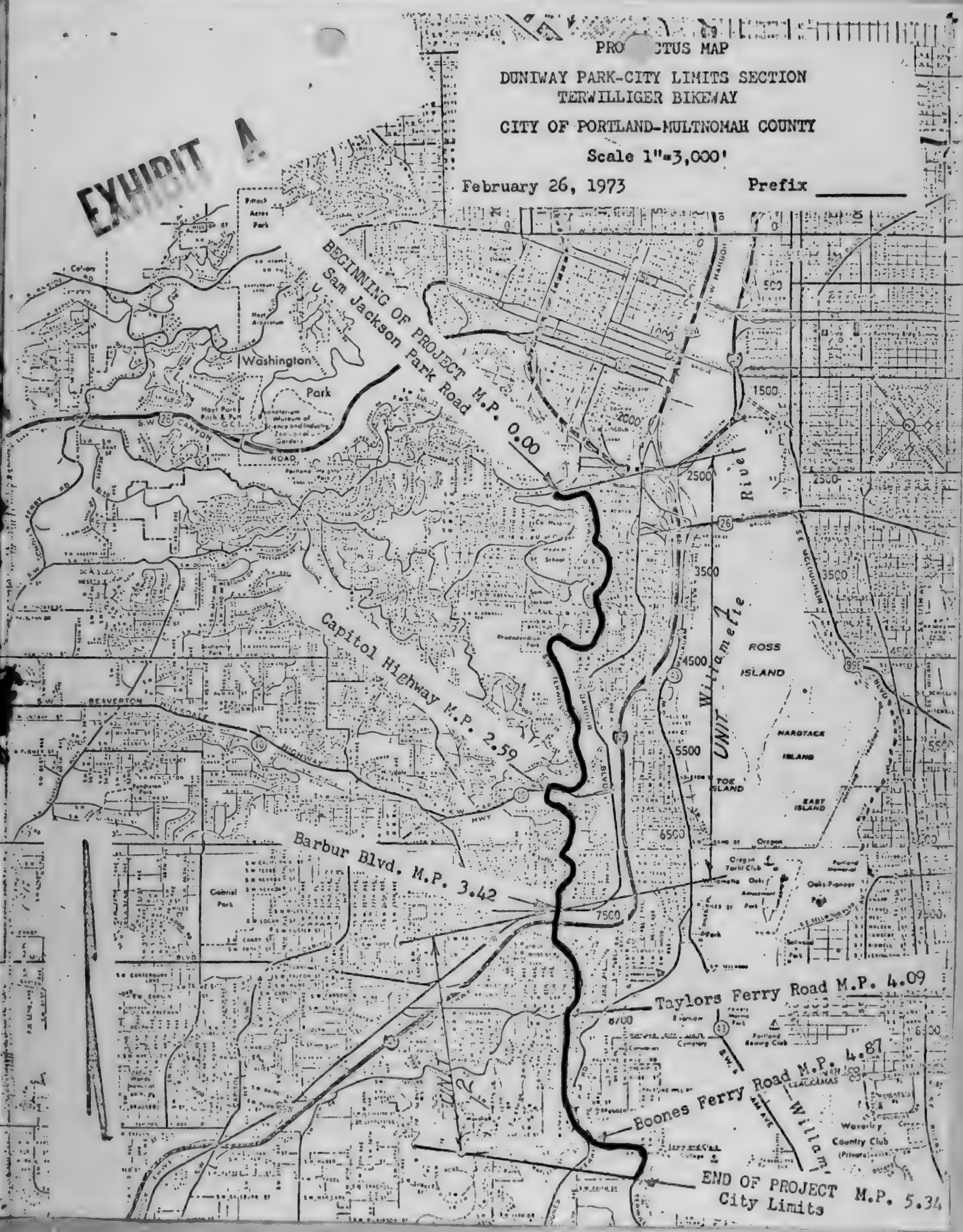
PRO CTUS MAP

DUNIWAY PARK-CITY LIMITS SECTION
TERWILLIGER BIKEWAY

CITY OF PORTLAND-MULTNOMAH COUNTY

Scale 1"=3,000'

February 26, 1973 Prefix ________



BEGINNING OF PROJECT M.P. 0.00
Sam Jackson Park Road

Capitol Highway M.P. 2.59

Barbur Blvd. M.P. 3.42

Taylors Ferry Road M.P. 4.09

Boones Ferry Road M.P. 4.87

END OF PROJECT M.P. 5.34
City Limits

Washington Park
S.W. CANYON ROAD
Willamette River
UNIT 1
UNIT 2
ROSS ISLAND
HARDTACK ISLAND
TOE ISLAND
EAST ISLAND
Oaks Amusement Park
Waverly Country Club (Private)
Portland Rowing Club
S.W. BEAVERTON HILLSDALE HIGHWAY
Gabriel Park
500
1000
1500
2000
2500
3500
4500
5500
6500
7500
8700

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March ~~7~~, 1973
9,

SUBJECT: Pedestrian-Bikeway Facility
Construction-Maintenance Agree.
Duniway Park-SCL Portland
SW Terwilliger Blvd

To: Mr. E. S. Hunter
Assistant State Highway Engineer

BUILDING

Herewith a suggested letter-form agreement regarding subject section of bikeway in Portland.

The agreement basically provides for State to construct and City to maintain.

Early summer construction is anticipated with an estimate of cost of approximately $465,000 for approximately 5.2 miles, including $150,000 for Terwilliger Boulevard widening.

This matter should be reviewed, and if agreeable, please forward to Location Section and return to this office.

H. S. Cox
County and City Engineer

By

D. N. Harwell
D. N. Harwell
Assistant Engineer

DNH:mm
Att. 3-9-73

Wolfe:
Harwell says widening should be knocked out. Look at agreement & fwd if ok.
Y

RECEIVED
MAR 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

original + agreement to
Vic Wolfe

7925

3-7-73

PREFIX NO. 826-1491

LOCATION PROSPECTUS
DUNIWAY PARK-TRYON STATE PARK
TERWILLIGER BIKEWAY
CITY OF PORTLAND - MULTNOMAH COUNTY

TERMINI: The northerly terminus is located at the southwesterly side of Duniway Park at the intersection of Sam Jackson Park Road and Terwilliger Boulevard. The southerly terminus is at the intersection of Terwilliger Boulevard and the City Limits line, located approximately 900 feet south of the intersection of Terwilliger Boulevard and Palater Road. The overall length of the survey is five and one-third miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the construction of a bikeway. Considerable reconnaissance has been performed. Preliminary contacts have been completed with City of Portland Parks and Engineering Departments. Considerably more liaison will be required with these Departments.

For estimating purposes this estimate will be performed in two units with initial concentration on Unit I, extending from Duniway Park to Barbur Boulevard. Unit II, traversing Terwilliger Boulevard, following City streets and County maintained sections, extends from Barbur Boulevard to the south city limits of Portland.

Minor soil work is anticipated except in areas of bin walls, structures and roadbed shoulder areas. Existing drainage systems will require investigation with probable extensions and additions through bikeway areas.

Wherever possible the bikeway will follow a free location away from paved roadways. Those sections where bikeway is parallel to roadway, thorough study will be required so as to retain all possible automobile parking areas now existing.

Present available mapping through this section is nonexistent. Considerable survey work will be required to complete the details through Unit I since the entire bikeway is located on park property or right of way. Considerable attention will be required to existing landscaping in park areas such as minimum clearing and the removal and replacement of sod in the grass seeded areas. Liaison will be required with property owners since there is considerable private development within park property such as Hill Villa parking lot, residential driveways, parking and landscaped areas.

STANDARDS: Existing State Highway Standards and Guidelines will be utilized as applicable.

RECEIVED
MAR 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

TYPICAL SECTION: The standard typical section will be eight feet in width with some areas being reduced to six feet due to terrain and clearance of structures. Wherever possible and at selected locations approved by the City Parks Department, rest areas will be provided.

STRUCTURES: Preliminary reconnaissance has shown the need for retaining wall construction on Unit I. Both concrete and bin type walls will be considered.

On Unit II sidewalk ramp construction will be required on the Terwilliger Freeway overcrossing structure.

MATERIAL: Materials are available from private and commercial sources. There are no State sources in the immediate area. Various sources will be listed and noted in estimate work.

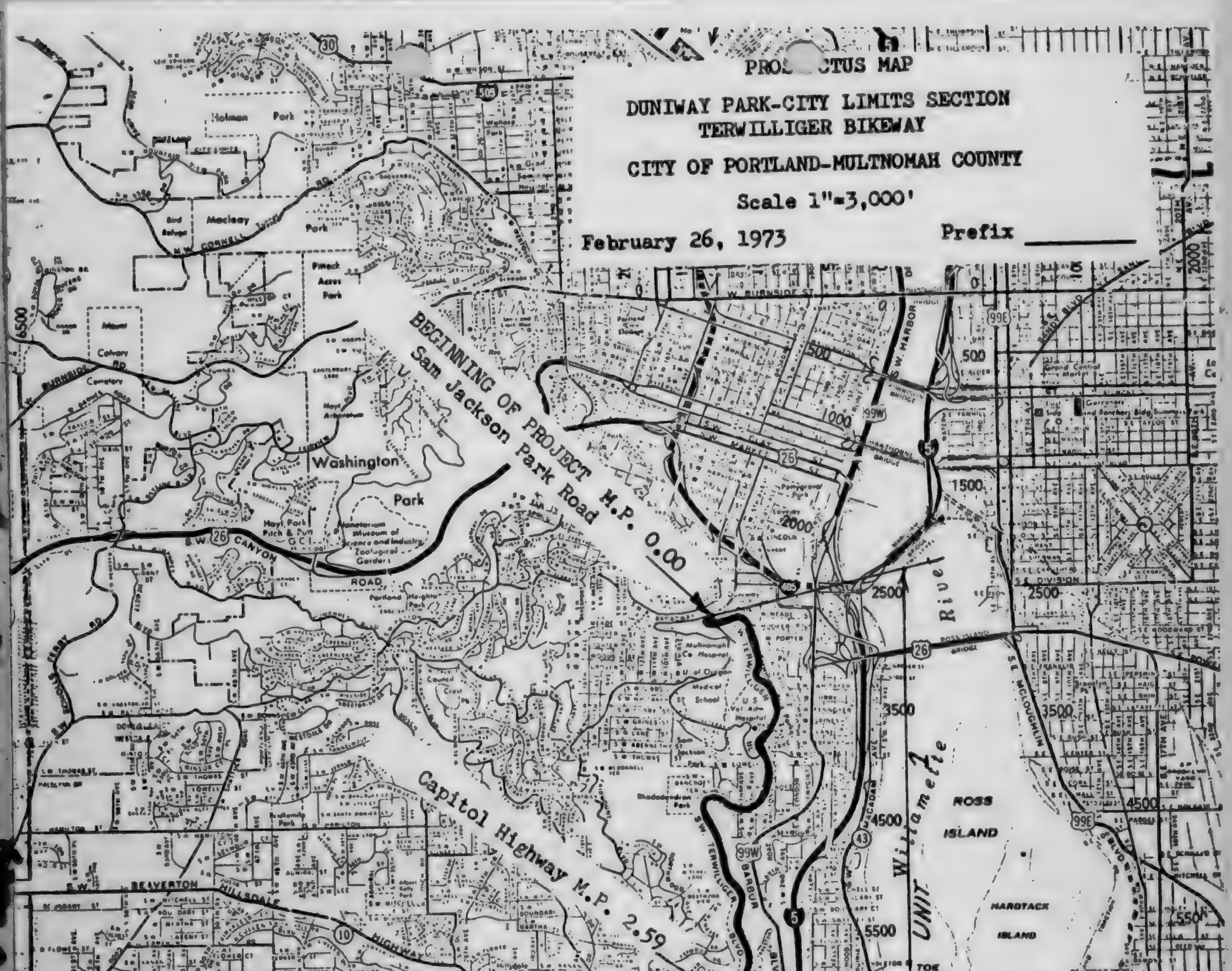
UTILITIES: Routine utility adjustments will be necessary including water meters, water lines, park roadway lighting poles and several power and street light poles.

DISPOSAL AREA: Survey work will include the locating and designation of waste areas required for clearing debris, pavement and concrete removal.

AGREEMENTS: Continuous liaison will be required with the City of Portland Parks and Engineering Departments. Maintenance agreements will be required with the City upon completion of the contract work. It is believed that a hearing will not be required. City Council has already directed bikeway construction .

Attachment
March 8, 1973

cc's
L.W. Rulien (3)
E.S. Hunter
J.B. Boyd (3)
F.L. Hall
C.T. Keasey
V.D. Wolfe
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
V.J. Johnson
R.E. Olson
J.A. Rowland
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (2)
F.B. Klaboe
R.L. Schroeder
L.E. George
W.J. Hart (3)
D.H. Moehring
L.H. Young
R.N. Chase
B.L. Gifford
R.D. Hector
A.D. Olson
R.W. Prentiss
R.E. Royer
W.H. Tebeau
G.C. Wills



PROSPECTUS MAP

DUNIWAY PARK-CITY LIMITS SECTION
TERWILLIGER BIKEWAY

CITY OF PORTLAND-MULTNOMAH COUNTY

Scale 1"=3,000'

February 26, 1973

Prefix ________

BEGINNING OF PROJECT M.P. 0.00
Sam Jackson Park Road

Capitol Highway M.P. 2.59

Barbur Blvd. M.P. 3.42

Taylors Ferry Road M.P. 4.09

Boones Ferry Road M.P. 4.87

END OF PROJECT M.P. 5.34
City Limits

Holman Park
Macleay Park
Pittock Acres Park
Mount Calvary
Washington Park
Hoyt Arboretum
S.W. CANYON ROAD
26
30
5
99W
99E
10
43
S.W. BEAVERTON HILLSDALE HIGHWAY
S.W. CAPITOL HWY
Gabriel Park
Willamette River
UNIT 1
UNIT 2
ROSS ISLAND
HARDTACK ISLAND
TOE ISLAND
EAST ISLAND
Oaks-Pioneer Park
Oregon Yacht Club
Waverley Country Club (Private)
Lewis and Clark College
CLACKAMAS CO.
Medical School
BARBUR
TERWILLIGER
S.E. DIVISION
S.E. MCLOUGHLIN
BALDOCK FRWY
500
1000
1500
2000
2500
3500
4500
5500
6500
7500
8500

RECEIVED
SEP 2[illegible] 1972

FORM E-30-X 12-67
FOR FILING

7925

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September ~~19,~~ 21, 1972

SUBJECT: Terwilliger Boulevard Bike Route Proposals
City of Portland, Multnomah Co.

To: Mr. Victor D. Wolfe
Location Engineer

Attached are a reconnaissance report and aerial map showing alternate bicycle routes from Duniway Park in southwest Portland to Lewis and Clark College. The study was made in response to the City of Portland Resolution requesting the Oregon State Highway Division to construct a bicycle path along SW Terwilliger Boulevard.

Two alternate routes have been studied: one follows Terwilliger Boulevard, the second follows a route lying between SW Barbur Boulevard and Interstate 5. The route following Terwilliger Boulevard is 5.2 miles in length and is estimated to cost $300,000 utilizing the existing walk and stairway on the Terwilliger Boulevard structure. To widen the sidewalk and provide an adequate ramp on the structure would increase the estimated cost to approximately $450,000. The Barbur Boulevard alternate has a total length of 5.3 miles utilizing approximately 2 miles of existing streets and sidewalks. This route would cost approximately $460,000.

$58,000/mi w/out struct

$87,000/mi. including improv. to struct

$87,000/mi.

I would recommend the adoption of the Terwilliger Boulevard bicycle route even though it is not on a state highway. It does, however, parallel both I-5 and Barbur Boulevard. I would not recommend widening the sidewalk on the old Terwilliger Boulevard structure as this $150,000 additional cost could be deferred to a time when bicycle usage increases.

This route will require a field location study as well as coordination with the City of Portland. Review of this route and the proposed method of construction should be made with the bicycle task force and City of Portland engineers before final design determination of the bike route is made.

9-21-72
McClure.
Suggest looking @ combination of routes (see photo)
1- Terwilliger route S. to the word "George" on the photo at George Himes Park then down the canyon, and under Barbur Blvd.
2- Head S. from S.W. Custer to Taylors Ferry Rd then out Taylors Ferry [illegible] Boones Ferry Rd to Terwilliger at Collins View School.
ESH

James D. McClure
James D. McClure
Bicycle Program Coordinator

RECEIVED
SEP 20 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JDM:jp
cc: E.S.Hunter w/attach

September 13, 1972

RECONNAISSANCE STUDY REPORT
TERWILLIGER BOULEVARD BIKE ROUTE PROPOSALS
DUNIWAY PARK-LEWIS AND CLARK COLLEGE
CITY OF PORTLAND

This is in response to City of Portland Resolution No. 31047 requesting "...the Oregon State Highway Division to construct a new separate bicycle path or portions thereof along S.W. Terwilliger Boulevard or a suitable alternative from Duniway Park to the City limits near Lewis and Clark College and connecting with the proposed bicycle path for Tryon Creek Park."

On April 25, 1972 a letter was received from Commissioner Lloyd Anderson stating that the Portland Bicycle Path Task Force had approved a "suitable alternate" to the Terwilliger Boulevard route. This alternate location was developed by the Portland State OSPIRG student group. Basically, the alternate lies between S.W. Barbur Boulevard and Interstate 5; in this report it will be referred to as the "Barbur Boulevard" alternate route.

This report studies two alternate bicycle routes from Duniway Park to the Terwilliger Boulevard crossing of Interstate 5.

BIKEWAY ALONG TERWILLIGER BOULEVARD - ALTERNATE

The alternate begins at the westerly end of Duniway Park at the intersection of S.W. Terwilliger Boulevard and S.W. Sam Jackson Road. A separated 7-foot to 8-foot-wide bicycle facility is proposed along the easterly side of Terwilliger Boulevard which is an existing lineal park. The lineal park extends south for three miles and varies in width from 7 feet to 30 feet. In minimum width areas curbing will be required to separate the two-way bicycle facility from traffic. This will occur along approximately one-third of the route through the park area. Old, ornamental illumination facilities are in existence throughout the length of the park necessitating narrowing of the surface width or paving on both sides of the light poles. The illumination through the park will be beneficial to the bikeway. Signalized intersections at S.W. Capitol Highway and S.W. Barbur Boulevard will provide safe crossings and can be adapted to bicycle traffic. However, at S.W. Barbur Boulevard it is recommended that the rider dismount and follow the existing pedestrian crosswalks and "walk signals".

The Terwilliger Boulevard overcrossing structure of Interstate 5 has an existing 5-foot-wide wooden curb and sidewalk. This walkway is not acceptable for bicycle riding due to the narrow wooden surface and the adjacent narrow traffic lanes. Access to the walk on the south end of the structure is by a stairway configuration. Two alternate methods have been studied. One uses the existing walkway and stairs directing the bicycle rider, by signing, to dismount and walk bicycle across structure. Wooden ramps will be required on the stairways to facilitate walking bicycles up and down the steps. The second alternate is to construct a concrete shoulder barrier and widen the structure deck to allow for a 7-foot-wide, two-way bikeway. This plan also requires a ramp approximately 100 feet long on the south end of the structure to eliminate the stairway and connect to S.W. 5th Avenue.

Twice?

From this point southerly both the Terwilliger Boulevard and Barbur Boulevard bike route alternates follow the same location. The bike route uses S.W. 5th Avenue (either on sidewalk or street) for one long block, then crosses through a short lineal park along S.W. Terwilliger Boulevard. At the end of this park two one-way bikeways will be required due to the limited right of way. An undesirable midblock crossing will be required as no signals exist in this area. The one-way bike routes will be of the widened shoulder type extending southerly to the area of Collins View Elementary School along Terwilliger Boulevard. There is an existing school crosswalk with a push button signal that can be utilized for the bike route. Southerly of the school a two-way separated facility on the west side of Terwilliger Boulevard can be established. The existing footpath, separated from traffic by an AC curb along Terwilliger Boulevard, will be utilized and widened for the bicycle facility. This area will require additional study to provide facilities to serve both Lewis and Clark College and Tyron Creek State Park.

?

BIKEWAY ALONG S.W. BARBUR BOULEVARD - ALTERNATE

This route begins at the southerly end of Duniway Park adjacent to S.W. Barbur Boulevard; thence extending southerly along S.W. Barbur Boulevard to S.W. Hooker Street. A crossing requiring a signal installation would be needed for safety purposes at S.W. Hooker Street. The proposal then extends easterly utilizing the existing sidewalks on S.W. Hooker Street to

S.W. 1st Avenue, where it becomes a two-way bikeway along the west side of the street. The route then crosses S.W. 1st Avenue (requiring a painted crosswalk) to a separated facility along the slope and through the pedestrian undercrossing at S.W. Front Street. The narrowness of the structure may necessitate walking bicycles through the facility. The bike route continues southerly along S.W. Water Avenue, S.W. Gaines Street, S.W. Kelly Avenue, S.W. Bancroft and S.W. Corbett Avenue. There is a 13% grade on S.W. Bancroft Street. From S.W. Corbett Avenue the route continues southerly on S.W. Slavin Road, winding uphill through an area of apartment developments to a cul-de-sac. From Duniway to the end of Slavin Road, a distance of approximately two miles, the bike trail utilizes existing streets and sidewalks.

From the cul-de-sac the bike route follows an existing trail (roadbed of the abandoned section of Slavin Road) through brush and old slide areas to the intersection of S.W. Barbur Boulevard and S.W. Capitol Highway. Some portions of old Slavin Road remain intact north of this intersection. From this intersection the route follows S.W. Barbur Boulevard on a separated bikeway on the east side of the highway, requiring the sidewalks on two structures to be widened and a concrete shoulder barrier installed. An alternate, as proposed in the City plan, traverses two canyons of inaccessible brush and wooded areas. These routes would require bin wall construction, grades of 10%, as well as the acquisition of right of way.

The route then leaves S.W. Barbur Boulevard and follows S.W. Brier Place, crosses over Interstate 5, then continues westerly along an abandoned street and through an inaccessible area along the freeway slope to a creek under the S.W. Terwilliger Boulevard structure. An extension fill and culvert would be required in this area along with a switch-back trail to make grades acceptable to bicycles. This alternate ends at S.W. 5th Avenue and the route continues southerly along the previously described S.W. Terwilliger Boulevard route.

ESTIMATED COSTS OF THE ALTERNATE ROUTES

Terwilliger Boulevard Route - 5.2 miles . . . (Utilizing the existing walk and stairway on the Terwilliger Boulevard Structure)	$300,000
Terwilliger Boulevard Route - 5.2 miles . . . (Reconstruction of the sidewalk on the structure)	$450,000
Barbur Boulevard Route - 5.3 miles . . . (Widening sidewalks on structures)	$460,000
Barbur Boulevard Route - 5.4 miles . . . (Traversing the canyons under the structure)	$470,000

ADVANTAGES AND DISADVANTAGES OF ALTERNATE ROUTES

Terwilliger Boulevard Alternate -- This route is recommended for the following reasons:

1. The route is currently being used by bicycle riders. Interviewed several 7th grade riders who stated that many students use the route at the present time.

2. Acceptable grades--maximum of 5%.

3. Existing signalized intersections along the route. Barbur Boulevard intersection, however, is not ideal and could be a problem.

4. The route goes through an existing lighted lineal park for approximately three miles. A scenic route used jointly as a commuter and recreational facility.

5. Route is easily accessible from schools, parks and future bike routes.

6. A disadvantage is that it follows an existing city street; however, the route does parallel Interstate 5 and Barbur Boulevard.

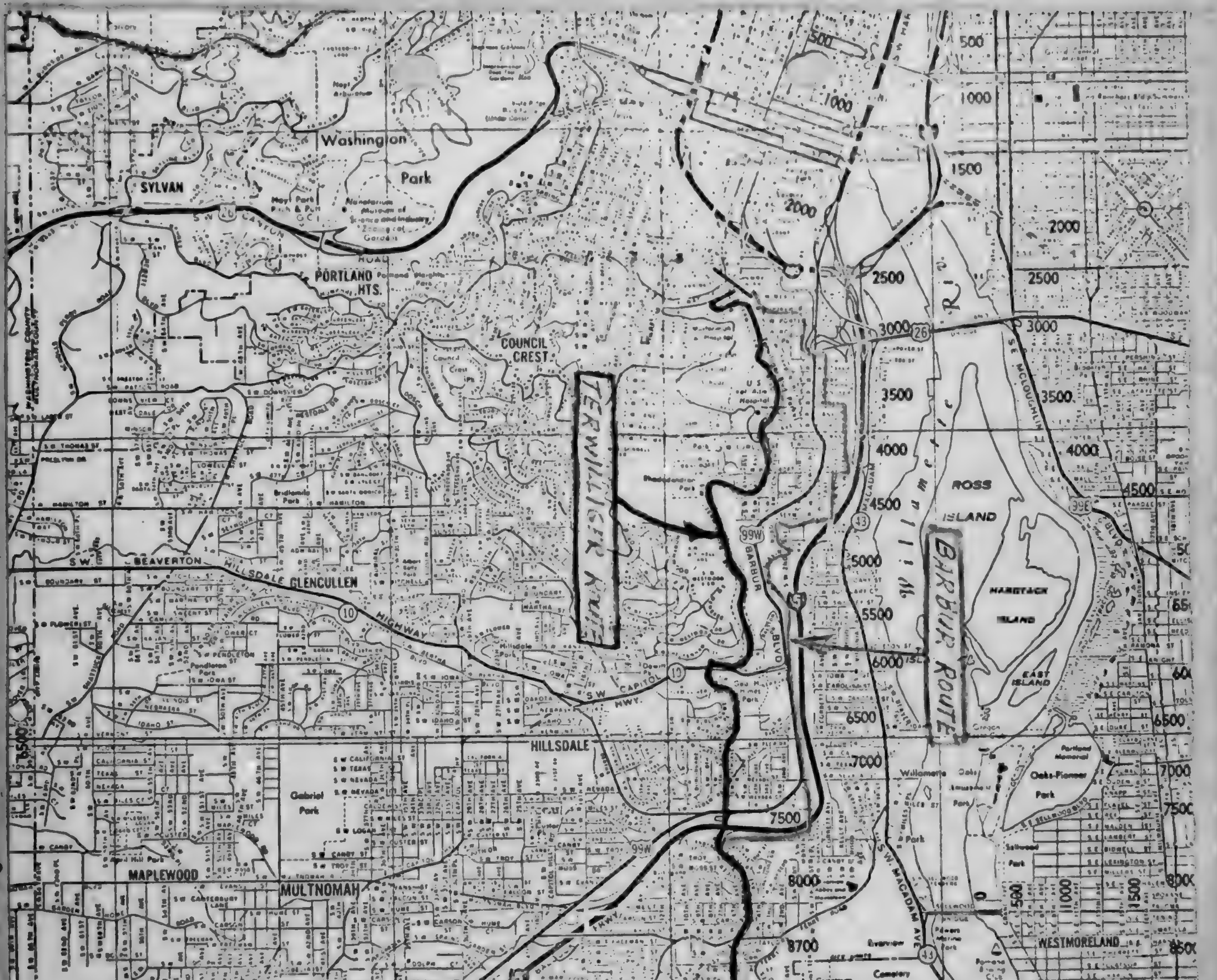
Barbur Boulevard Alternate -- This route is not recommended for the following reasons:

1. In some areas the route goes through isolated, brushy areas requiring illumination and creating maintenance problems. Also limits accessibility to future bike routes.

2. Noise from the freeway below and Barbur Boulevard is intense.

3. The route uses many sidewalks and streets on the north end of the proposal with some grades from 10% to 15%.

4. Total route costs are more than the Terwilliger alternate, would not benefit as many riders, but would utilize approximately two miles of existing streets and sidewalks.


TERWILLIGER ROUTE
BARBUR ROUTE
Washington Park
SYLVAN
PORTLAND HTS.
COUNCIL CREST
ROSS ISLAND
HARDTACK ISLAND
EAST ISLAND
BEAVERTON HILLSDALE GLENCULLEN HIGHWAY
SW CAPITOL HWY.
HILLSDALE
Gabriel Park
MAPLEWOOD
MULTNOMAH
WEST PORTLAND
BARBUR BLVD
SW MACADAM AVE
Willamette River
WESTMORELAND
Oaks-Pioneer Park
Sellwood Park
Riverview Cemetery
Lewis and Clark College
RIVERDALE
Waverley Country Club (Private)
RIVERWOOD
ELK ROCK
DUNTHORPE
BRIARWOOD
WEST PORTLAND PARK
ENGLEWOOD
SW STEPHENSON ST.
BALDOCK FRWY.
MULTNOMAH CO.
CLACKAMAS CO.
PHILLIPS 66
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8700

LLOYD ANDERSON
CITY COMMISSIONER

DEPARTMENT OF PUBLIC WORKS
ROOM 414, CITY HALL
1220 S.W. 5TH AVENUE
PHONE 228-6141

1851

CITY OF PORTLAND
OREGON

May 30, 1972

James McClure
Bicycle Paths Coordinator
Oregon State Highway Division
Highway Building
Salem, Oregon

Dear Mr. McClure:

Attached is a copy of a letter from the Columbia Region Association of Governments transmitting the endorsement of the Terwilliger Bike Route alternate by the CRAG Executive Board.

It is our hope that the project will be approved and construction take place as soon as possible.

Very truly yours,

W.S. Dirker

William S. Dirker
Transportation Coordinator

cs

RECEIVED
JUN 1 1972
LOCATION
SECTION

NOTED
VICTOR D. WOLFF

NOTED
J. D. McCLURE

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
- Canby
- Gladstone
- Happy Valley
- Lake Oswego
- Milwaukie
- Oregon City
- West Linn

CLARK COUNTY
- Camas
- Vancouver
- Washougal

COLUMBIA COUNTY
- Clatskanie
- Columbia City
- Prescott
- Rainier
- Scappoose
- St. Helens
- Vernonia

MULTNOMAH COUNTY
- Fairview
- Gresham
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Hillsboro
- North Plains
- Sherwood
- Tigard
- Tualatin

May 25, 1972

Mr. William S. Dirker
Transportation Coordinator
Department of Public Works
City Hall
Portland, Oregon

Dear Mr. Dirker:

Please be informed that on May 19, 1972, the Executive Board of the Columbia Region Association of Governments found that the City of Portland's proposed Terwilliger Bike Route is in harmony with regional land use, transportation, and recreation plans.

Therefore, the Board unanimously endorsed the project and urges its early development.

Sincerely,

Homer C. Chandler

Homer C. Chandler
Executive Director

HCC:jc

RESOLUTION NO. 31047

WHEREAS, the Bicycle Path Task Force has been appointed to develop a comprehensive bicycle path plan for the City of Portland; and

WHEREAS, the Bicycle Path Task Force has been directed to make short-term recommendations for bicycle paths by February 1, 1972; and

WHEREAS, the City of Portland, the County of Multnomah and the State of Oregon are required by HB1700 to spend at least one percent of all gasoline tax revenue for the creation of bicycle and pedestrian paths; and

WHEREAS, the recommendations of the Bicycle Path Task Force have been reviewed by members of various City staffs; and

WHEREAS, the construction of bicycle and pedestrian paths is desirable for the health, welfare and safety of the citizens of Portland; now, therefore, be it

RESOLVED that it is the desire and intent of the Council to adopt the following recommendations for bicycle paths within the City of Portland and to direct that all necessary actions be taken for the implementation of these recommendations within funds available for this purpose:

1. Request Multnomah County to develop marked bicycle paths on both sidewalks of the Hawthorne and Burnside Bridges and the south sidewalk of the Broadway Bridge for joint use with pedestrians and with appropriate signing.

   (a) Direct the City Engineer to construct a bicycle crossing between the sidewalk south of the Broadway Bridge and the Memorial Coliseum.

   (b) Direct the City Engineer to prepare plans and specifications for a bicycle route from the east end of the Broadway Bridge to Holladay Park using the sidewalk south-west of the Memorial Coliseum, NE Hassalo St. and NE Multnomah St.

2. Request the Oregon State Highway Department to construct a new separate bicycle path or portions thereof along S. W. Terwilliger Boulevard or a suitable alternative from Duniway Park to the City limits near Lewis and Clark College and connecting with the proposed bicycle path for Tryon Creek Park.

3. Direct the City Engineer to prepare plans and specifications for a bicycle path from Duniway Park to the Park Blocks at Portland State University.

4. (a) Direct the Traffic Engineer to install signing designating S. W. Park Ave. and S. W. 9th Ave. between S. W. Market St. and S. W. Salmon St. as a bicycle route.

   (b) Direct the Traffic Engineer to install signing designating N. W. Park Ave., N. W. 8th Ave. and N. W. Hoyt St. as a bicycle route connecting W. Burnside and the Broadway Bridge.

   (c) Direct the City Engineer to construct a median island at the intersection of S. W. Park Ave. and W. Burnside St.

   (d) Direct the City Engineer to prepare technical plans and phasing programs to be implemented later for bicycle routes through the Park Blocks from S. W. Salmon St. to W. Burnside St.

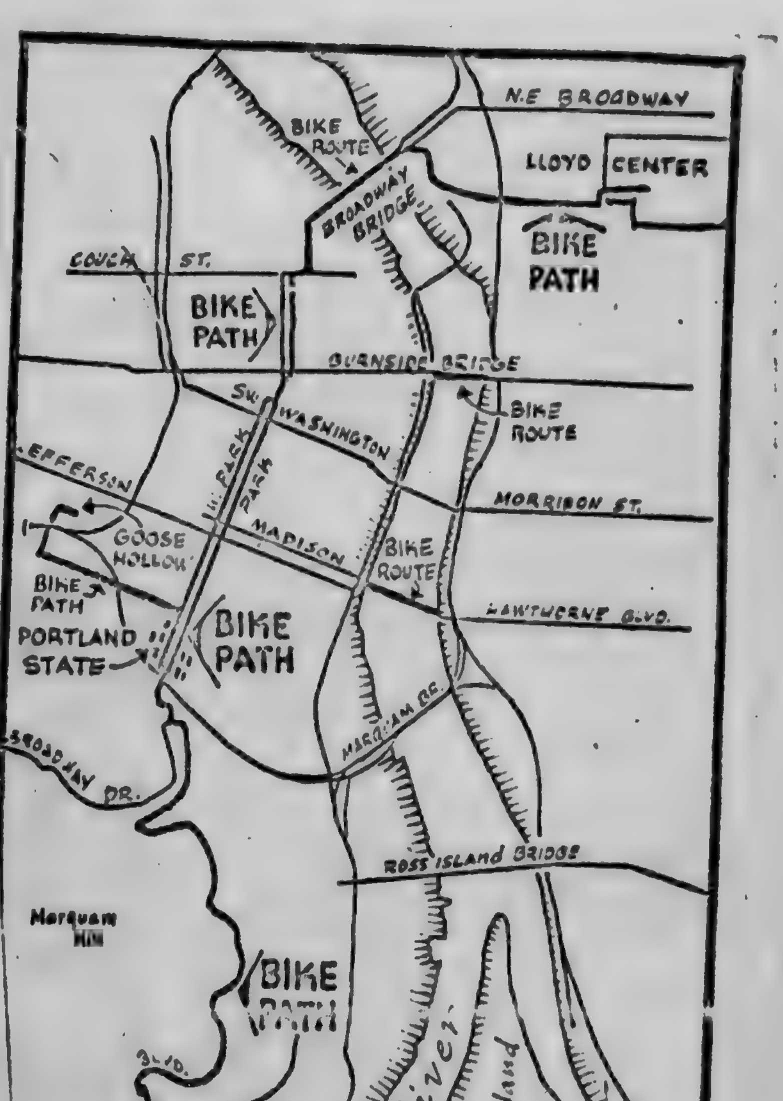
5. Request the Oregon State Highway Department to construct a bicycle path along an existing path between S. W. 17th St. and S. W. Montgomery St. known as the Goose Hollow Trail in freeway right of way and direct the City Engineer to construct a bicycle path connecting this path to the Portland Student Services Building and the Portland State University Park Blocks. Request that all portions of this trail be constructed, if possible, at a grade acceptable for the use of wheel chairs.

Adopted by the Council MAR 30 1972

George Yerkovich
Auditor of the City of Portland

Lloyd Anderson, Commissioner

RBW/bg/lfh
3/23/72


N.E BROADWAY
BIKE ROUTE
LLOYD CENTER
BROADWAY BRIDGE
BIKE PATH
COUCH ST.
BIKE PATH
BURNSIDE BRIDGE
SW WASHINGTON
BIKE ROUTE
JEFFERSON
SW PARK
MORRISON ST.
GOOSE HOLLOW
MADISON
BIKE ROUTE
BIKE PATH
HAWTHORNE BLVD.
PORTLAND STATE
BIKE PATH
MARQUAM BR.
BROADWAY DR.
ROSS ISLAND BRIDGE
Marquam Hill
BIKE PATH
BLVD.
SW TERWILLIGER
Willamette River
Ross Island
Hardtack Island
Hillsdale
CAPITOL HWY.
BIKE PATH
THE OAKS
N
Burlingame
Capitol Hill
SW TERWILLIGER BLVD.
SELLWOOD BR.
TACOMA ST.
Riverview CEMETERY
BIKE PATH

LLOYD ANDERSON
CITY COMMISSIONER

DEPARTMENT OF PUBLIC WORKS
ROOM 414, CITY HALL
1220 S. W. 5TH AVENUE
PHONE 228-6141

CITY OF PORTLAND
OREGON

April 18, 1972

Mr. George Baldwin
Oregon State Highway Division
Salem, Oregon

Dear Mr. Baldwin:

In the resolution recently passed by the Portland City Council, the Oregon State Highway Division was requested to construct a bicycle path along S. W. Terwilliger Blvd. "or a suitable alternative" connecting Duniway Park and Lewis and Clark College.

This is to inform you that Portland's Bicycle Path Task Force has approved such an alternative to the Terwilliger route as its stated preference. Details of this route have been presented to Mr. James McClure your Bicycle Paths Coordinator. Basically this route would be constructed on land presently owned by the OSHD between I-5 and Barbur Blvd. It would be a safe, separate facility and is presently graded in many places.

This route is the product of research done by Mr. Steve Oppenheim, leader of a Portland State University class in bicycle paths planning and a CRAG employee. He will be available for a detailed presentation of this route at your convenience. CRAG and Multnomah County planning personnel have given verbal support to the proposal and will soon send their position in writing to you.

We request that this alternative be given highest consideration and that it be affirmatively acted upon for implementation in the near future.

Thank you for your consideration.

Very truly yours,

Lloyd Anderson
Lloyd Anderson
Commissioner of Public Works

LEA:bg

RECEIVED
APR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 25 1972
LOCATION
SECTION

O[illegible]GON STATE HIGHWAY DEPART[illegible]T

QUANTITY SUMMARY & COST ESTIMATE

Plan 1 & 2

Sheet ______ of ______ Sheets

Section Terwilliger Blvd. Bike Route

Unit ______

Highway ______

County ______

Prefix ______

Length ______

Designer Miller

Draftsman ______

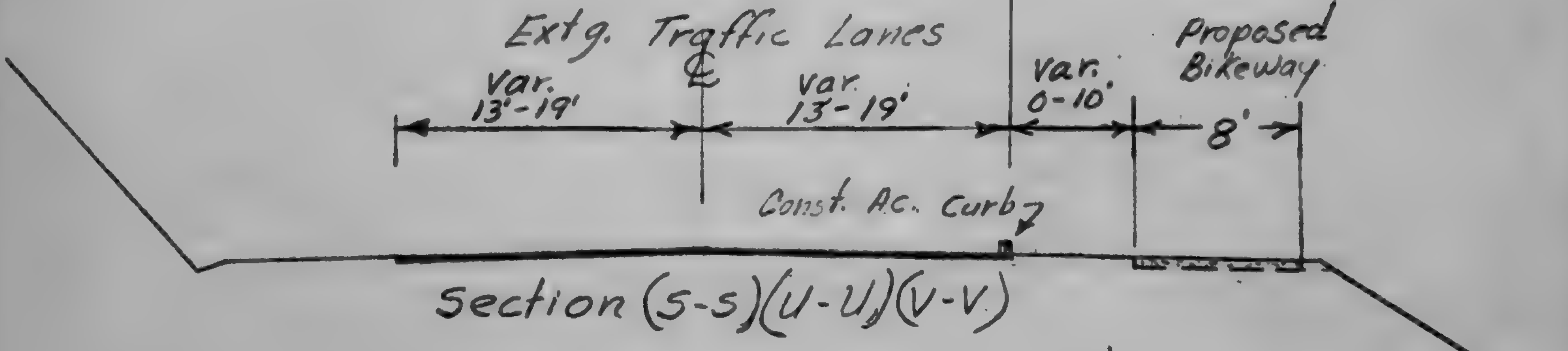
Date ______

Grading and Surfacing Items

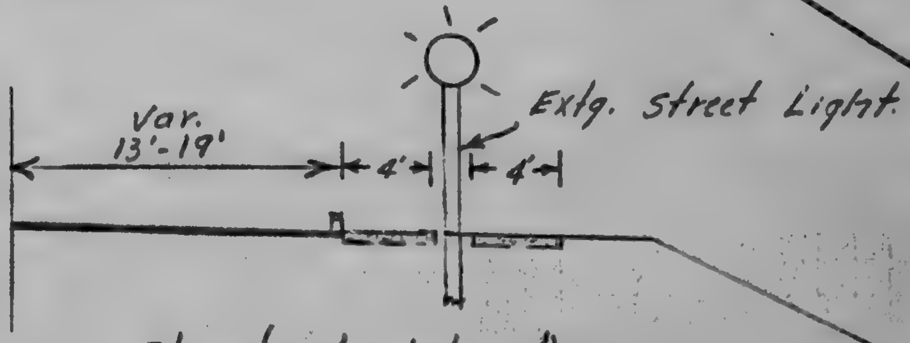
Item	Unit	Net	25 ~~10%~~ Allow	Gross	Price	Amount
Clearing & Grubbing	All	0.1 Acre		All	200^{00}	$ 200
Blade & Grade	Mile	2.6		3.2	$3,000^{00}$	9,600
Excavation	C.Y.	6,630		8290	1^{20}	9950
P.C.C. Pv't	Sq.Yd.	21,035		26,300	6^{50}	170,950
Leveling Rock	C.Y.	490		610	10^{00}	6,100
Curb Cuts	Each	12		15	75^{00}	1,125
Striping	Mile	1.5		1.9	200^{00}	330
Signing	Mile	5.2	–	5.2	500^{00}	2600
Bin Type Retain. Wall	Sta.	2	–	2	2230^{00}	4460
Backfill	Sta	2	–	2	82^{00}	165
Metal Handrail	L.F.	200	–	200	20^{00}	4,000
				Total		$ 209,530
		+ 40%	Eng. & Cont.			83,810
		Total	Plan I.			$ 293,340
				Total Plan I	$	293,340
	Plan 2 Build Bikeway (7ft)					
	on Terwilliger Structure					148,000
		Total	Plan 2		$	441,340

Total ______

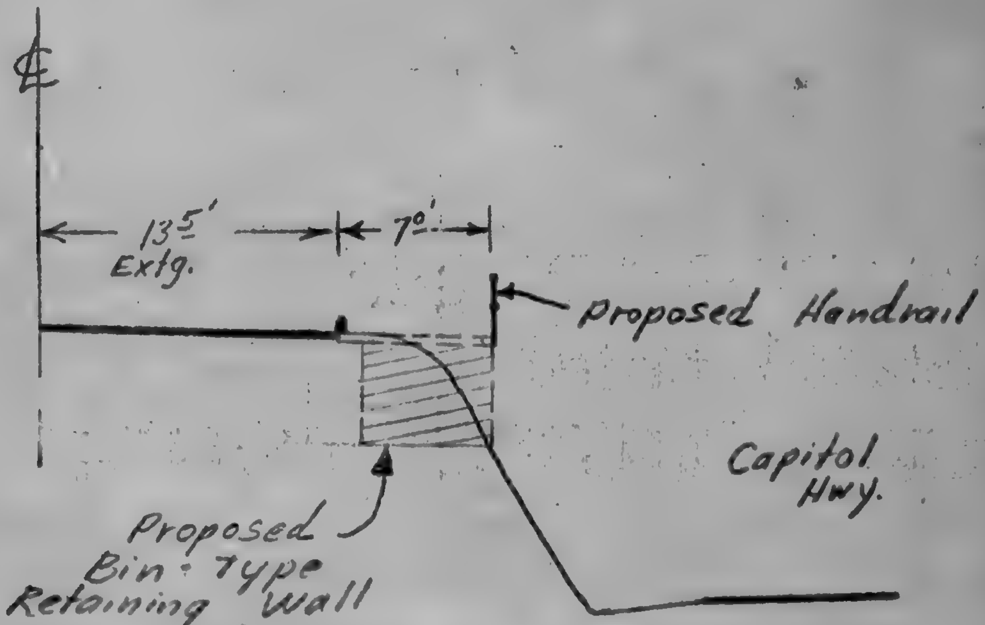
Typical Sections Terwilliger Bike Route
Miller


Extg. Traffic Lanes
℄
Var. 13'-19'
Var. 13'-19'
Var. 0-10'
Proposed Bikeway
8'
Const. Ac. Curb

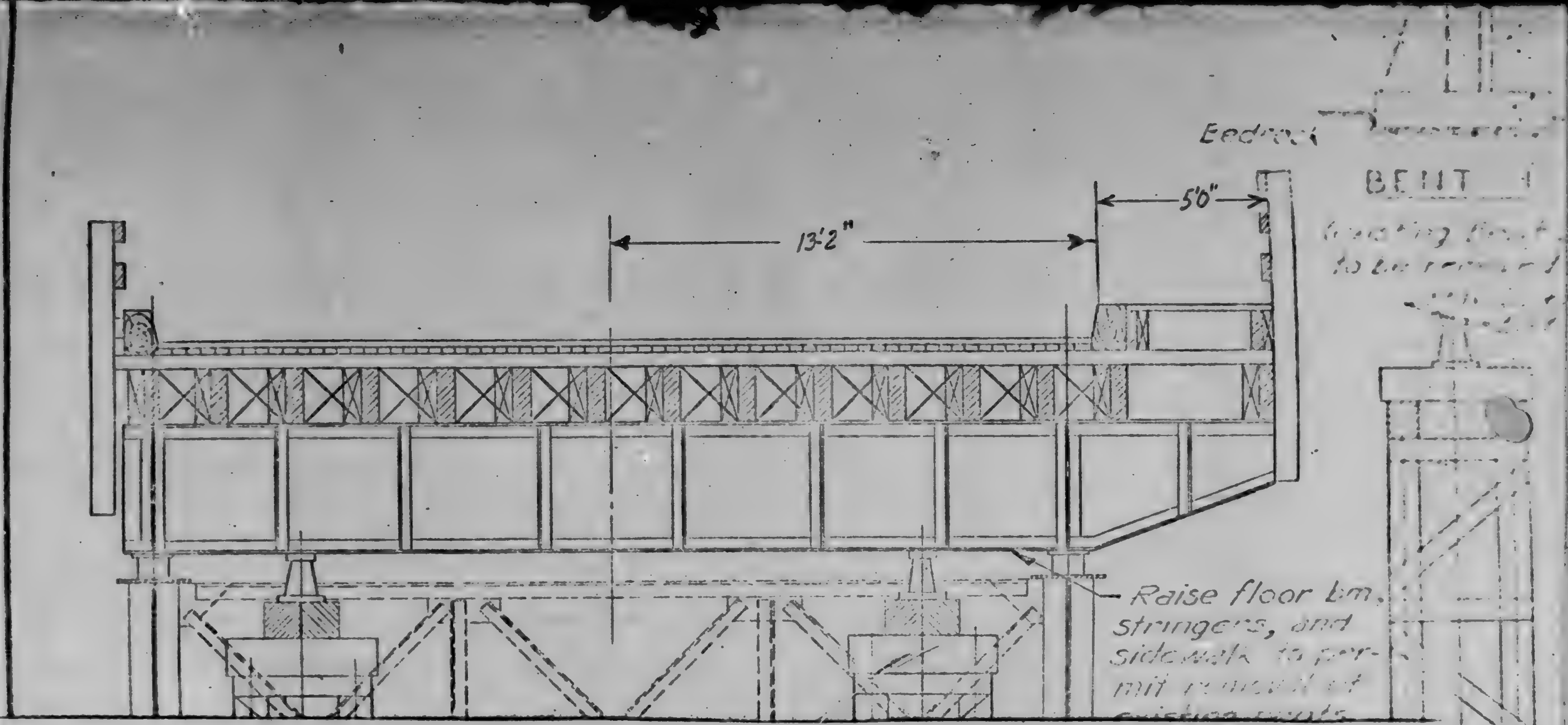
Section (S-S)(U-U)(V-V)


Extg. Street Light
Var. 13'-19'
4'
4'

Street Light Areas


℄
13.5'
Extg.
7.0'
Proposed Handrail
Capitol Hwy.
Proposed Bin-Type Retaining Wall

Section T-T


Bedrock
BENT 1
Existing bent to be removed
13'2"
5'0"
Raise floor bm. stringers, and sidewalk to permit removal of existing posts

Existing Structure Typical Sect.
S.W. Terwilliger Structure over
I-5 Freeway (State Highway Bridge Plans.)

Section R-R

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PRELIMINARY ESTIMATE SHEET

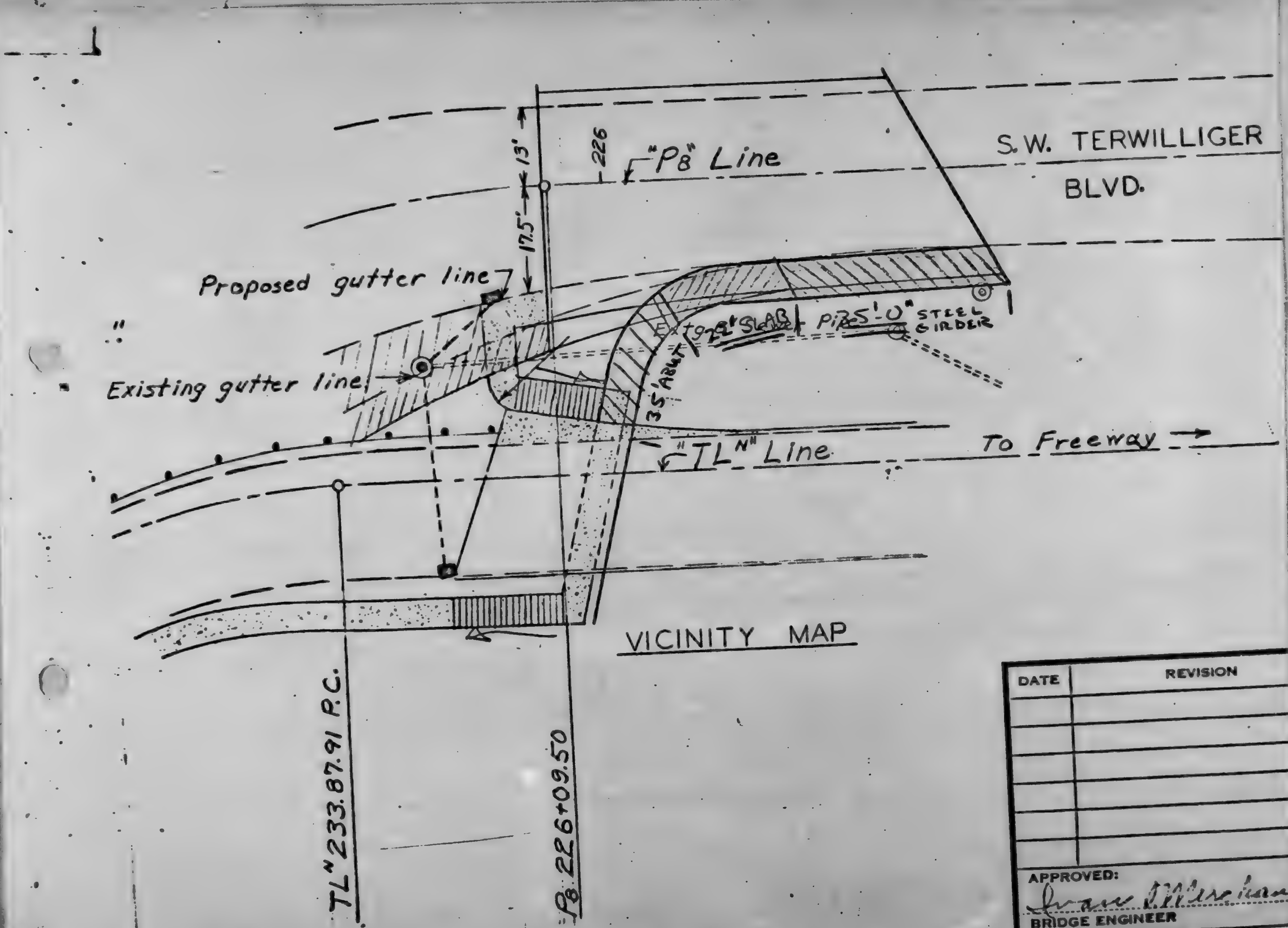
NAME Sidewalk Widening BRIDGE NO. 8392
SECTION Terwilliger Blvd. U'xing PREFIX NO. 837-1448-906
HIGHWAY I5 COUNTY Multnomah
ESTIMATE MADE BY W. R. Pease DATE 8-31-72
ESTIMATE REQUESTED BY Jim McClure's Office DATE 8-30-72
ESTIMATE MADE FROM Bridge plans

ESTIMATED STRUCTURE COST	Remove existing timber walk, replace with 7' bike path	$ 132,000
△1	Add ramp from structure to existing walk	16,000
	TOTAL	$ 148,000
REMOVE EXISTING STRUCTURE	Included in above	$
DETOUR STRUCTURE		$
GRADING AND PAVING		$
RIGHT-OF-WAY		$
SIGNING AND ILLUMINATION		$
MAINTENANCE OF TRAFFIC	Included in above	$
OTHER		$

ALL COSTS INCLUDE AN ALLOWANCE FOR ENGINEERING AND CONTINGENCIES.

NOTED
J. H. WOOD

APPROVED Duane A. Christensen


S.W. TERWILLIGER
BLVD.
"P8" Line
226
13'
17.5'
Proposed gutter line
Existing gutter line
Extg 22' SLAB
PIRS'-0"
STEEL GIRDER
35' ABUT
"TL^N" Line
To Freeway
TL^N 233.87.91 P.C.
P8 226+09.50

VICINITY MAP

DATE	REVISION

APPROVED: Ivan D Merchant
BRIDGE ENGINEER

DESIGNED........ CHECKED....
DRAWN R.E.W. CALC. BOOK

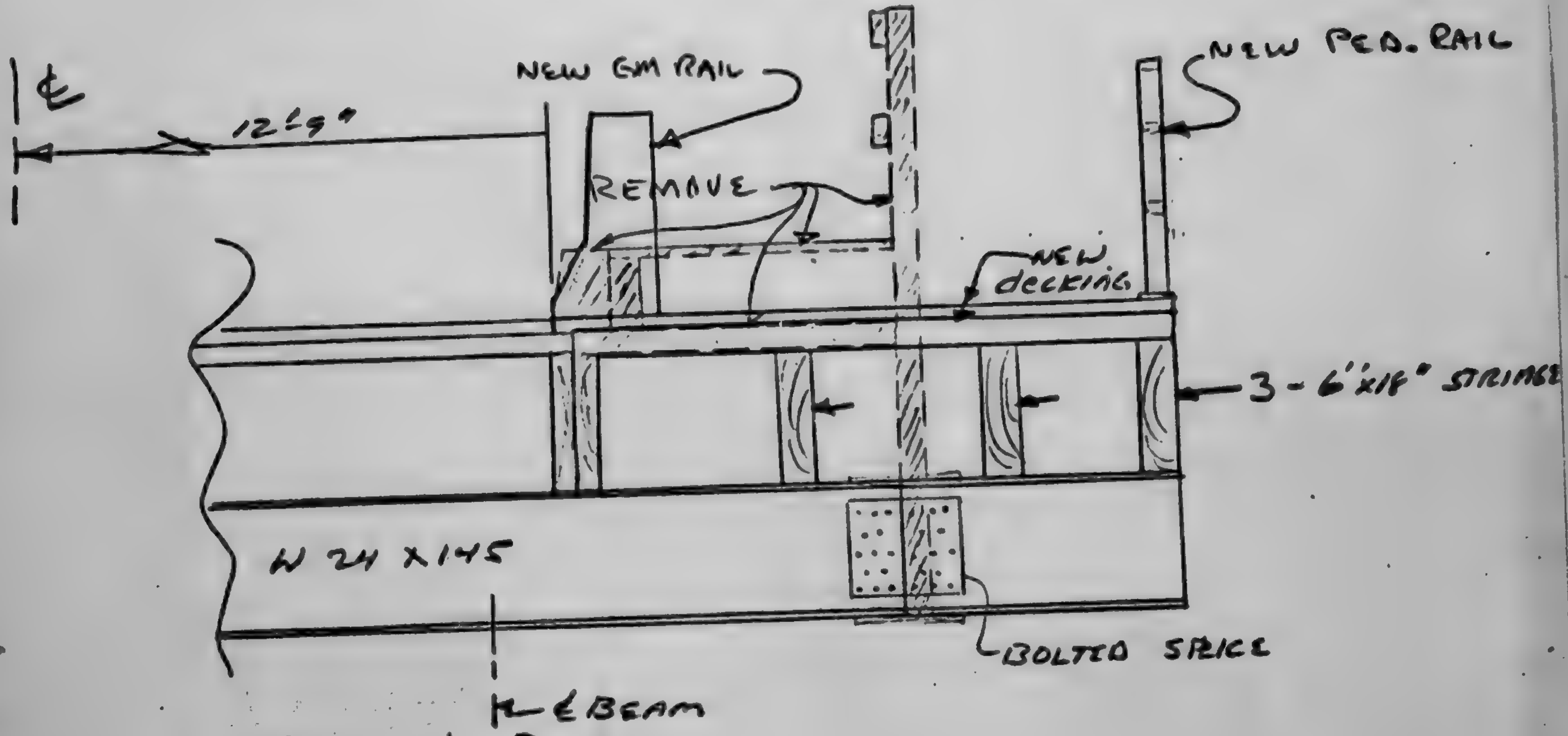
BIKEWAY ON I-5 Uxing of TERWILLIGER

WRP

8-31-72

MULT

8392

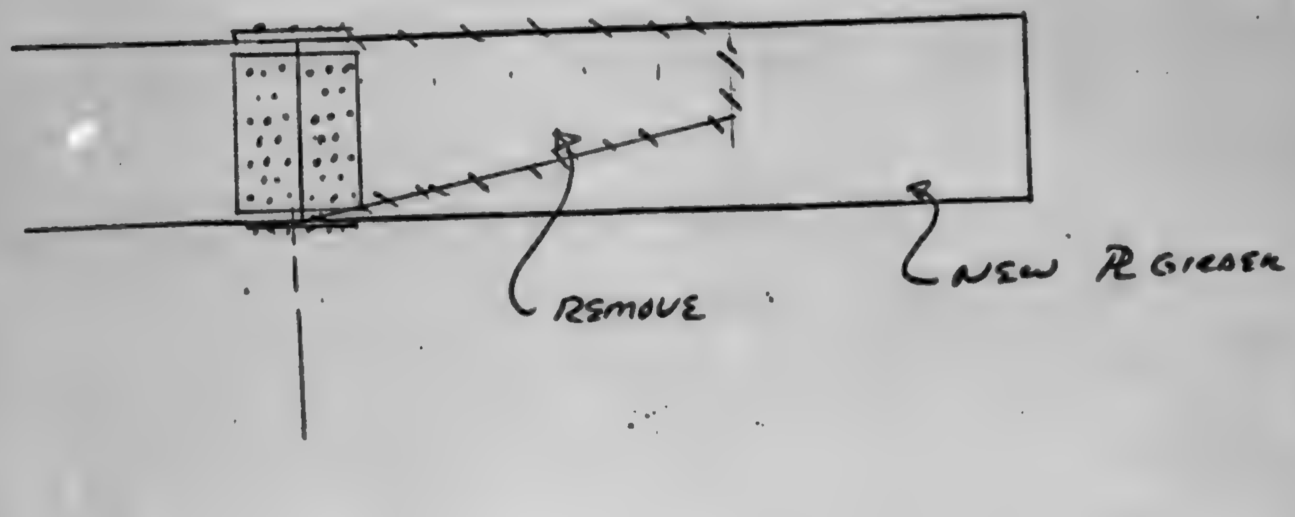

℄
12'9"
NEW GM RAIL
REMOVE
NEW decking
NEW PED. RAIL
3 - 6"x18" STRINGER
W 24 X145
BOLTED SPLICE
℄ BEAM

SPANS 1 & 2

FOR ORIGINAL STRUCTURE PROPOSAL IS SIMILIAR EXCEPT:

① W 24x145 IS A PLATE GIRDER

(2.) THIS PLATE GIRDER MUST BE CUT BACK AND SPLICED AS BELOW.


REMOVE
NEW PL GIRDER

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Barbur Blvd. [illegible]

5.2 Miles

	Unit	Class		Lenth	Cost/mile	mile	Total Cost
	1	III	Alt. #2	3030 2940'	23000	0.57	13 110
	2	III	Alt. #2	4960	35,000	0.94	32 900
					1		
	3	I		460	30 700	0.09	2763
	4	III		900'	85,000	0.17	14 450
	5	I		2150	30,700	0.41	12 587
	6	II	Alt. 1	1300'	9000	0.25	2250
Barbur	7	I		*1860 const lin. 2760	30 700	0.35 0.52	10745
	8	I		1650	30 700	0.31	9517
	9	I	Alt #2	3840	9000	0.73	6570
	10	III	2-way	1410	55,000	0.27	14850
	11	III	1-way	1700	85,000	0.32	27200
	12	III	2-way	720	55,000	0.14	7700
	13	III	1-way	1280	85,000	0.24	20400
	14	III	2-way	780	55,000	0.15	8250
	15	III	1-way	700	85,000	0.13	11 050
				27,610		5.24	$194 342

(*bridges are 900' long total)

+40% E & C

Grade & Base	$272,000
3 Structures	181,000
R/W	5,000
Total Cost	$458,000

$88,000/mile

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

Barbur Bike Route

5.5 Miles Alternate)

original estimate is $194,342
Subtract 1860' of Class I @ $30700/mile,
is $10,745 add 4600' of class I @
$30,700 mile, is $26,700 or an additional
cost of $16,955 - Bin Walls - $77,500
Total additional cost is then - $94455
anticipated slides $6000

original	$183,597 (less [illegible])
additional	100,455
Sub Total	284,052
+40% E&C	107,448
Grade & Pave	$398,000
1 Structures	50,000
R/W	20,000
Total Cost	$468,000

85,000 /mile

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PRELIMINARY ESTIMATE SHEET

NAME Bike Route
BRIDGE NO. 1993 & 1994
SECTION SW Barber Blvd.
PREFIX NO. 837-1443-906
HIGHWAY 99 W
COUNTY Multnomah
ESTIMATE MADE BY CWP
DATE 7-27-72
ESTIMATE REQUESTED BY Denny Edwards
DATE 7-20-72
ESTIMATE MADE FROM Sketch and bridge plans

ESTIMATED STRUCTURE COST	Revise walk for	$
	Bike path	
	Newbury St. Br.	$ 60,000
	Vermont St. Br.	$ 71,000
	TOTAL	$

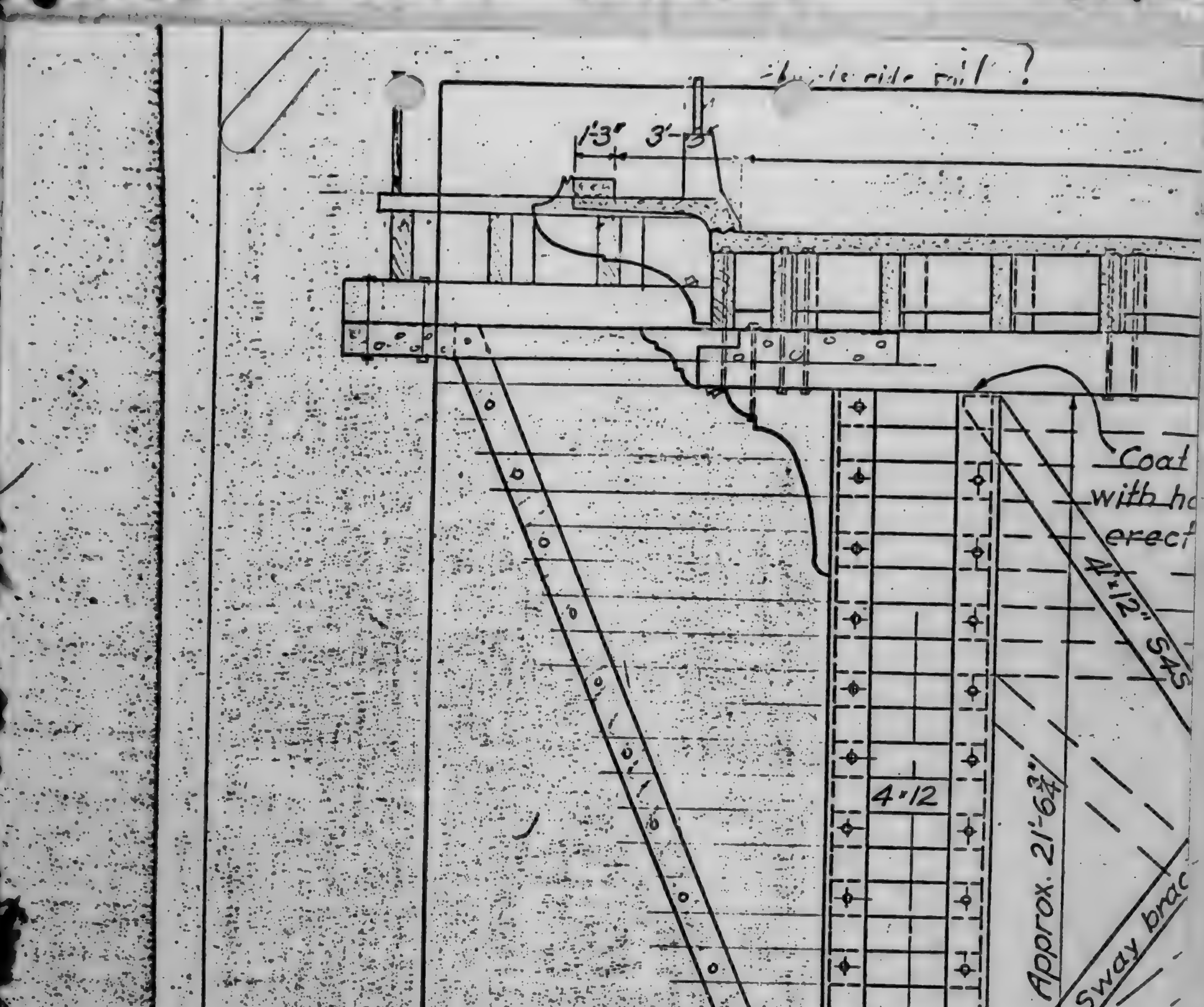
REMOVE EXISTING STRUCTURE	$
DETOUR STRUCTURE	$
GRADING AND PAVING	$
RIGHT-OF-WAY	$
SIGNING AND ILLUMINATION	$
MAINTENANCE OF TRAFFIC	$
OTHER	$

ALL COSTS INCLUDE AN ALLOWANCE FOR ENGINEERING AND CONTINGENCIES.

APPROVED Dennis O. Christensen

DATE 7/27/72

NOTED
J. H. WOOD


side rail ?
1'-3"
3'-3"
Coat
with h
erect
4"x12" S4S
4x12
Approx. 21'-6¾"
Sway brac
Gross
4"x12 S
0" Approx.
Approx.

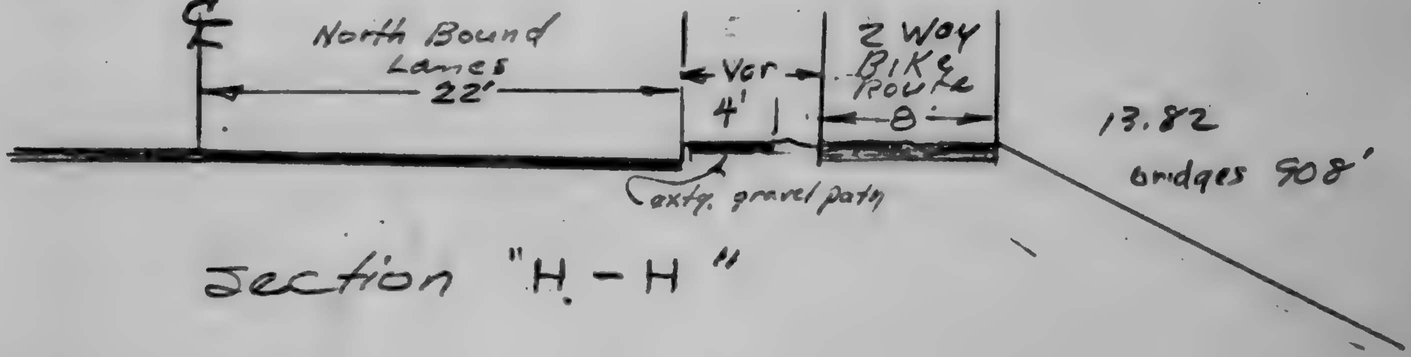
Job No.

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Made by Checked by 19 Back checked by 19

S.W. Barbur Blvd.



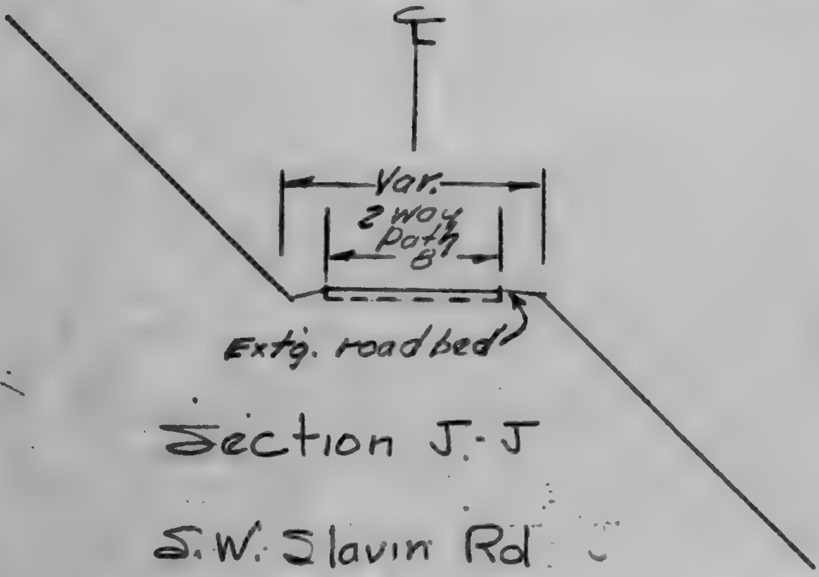
℄
North Bound Lanes
22'
Var
4'
2 Way Bike Route
8
exfg. gravel path

13.82

bridges 908'

Section "H - H"

S.W. Slavin Rd. (abandoned)

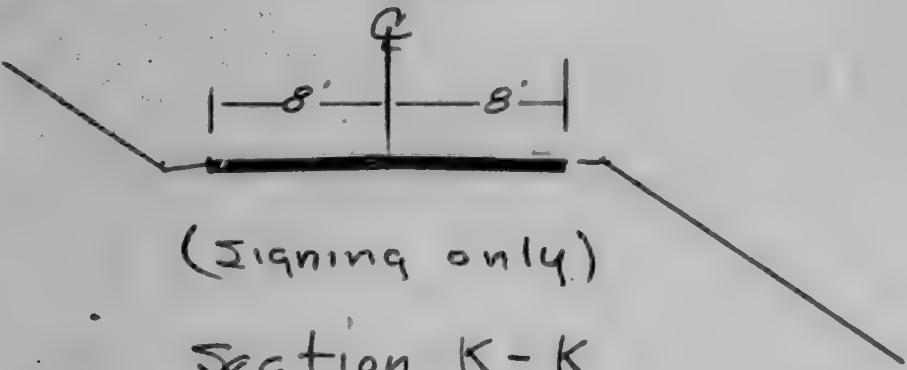


℄
Var.
2 way path
8'
Extg. roadbed

8.26

Section J-J

S.W. Slavin Rd



19.0

(Signing only)

Section K-K

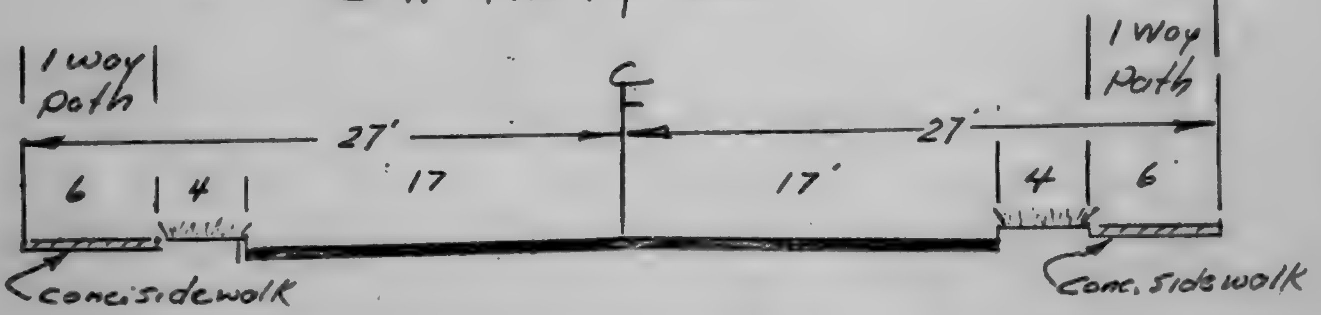
Job No.

Sheet ___ of ___ Sheets

OREGON STATE HIGHWAY DIVISION

Made by ___ Checked by ___ Recommended by ___

S.W. Kelly Ave

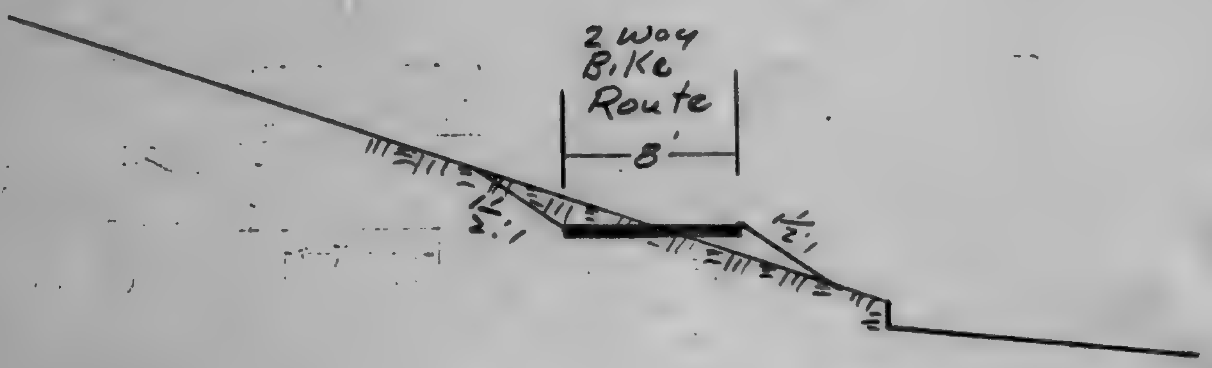

1 Way Path
27'
℄
27'
1 Way Path
6
4
17
17'
4
6
conc. sidewalk
Conc. sidewalk

29.50

Signing & curb cuts only

Section L - L

6.71 new const.


2 Way Bike Route
8'
1½
2:1
1½
2:1

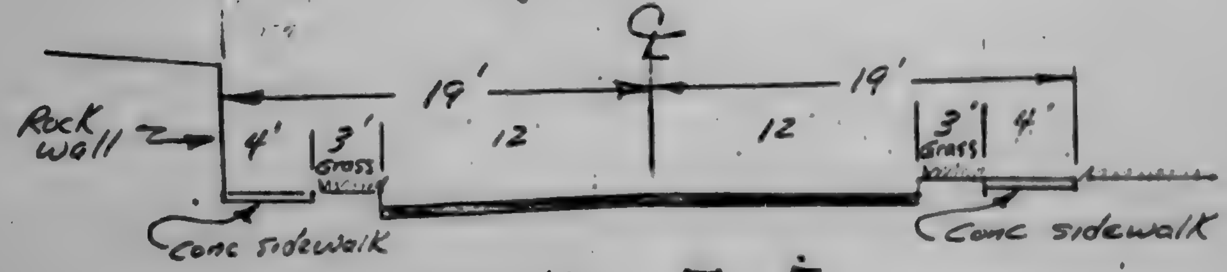
0.92

Section M-M

OREGON STATE HIGHWAY DIVISION

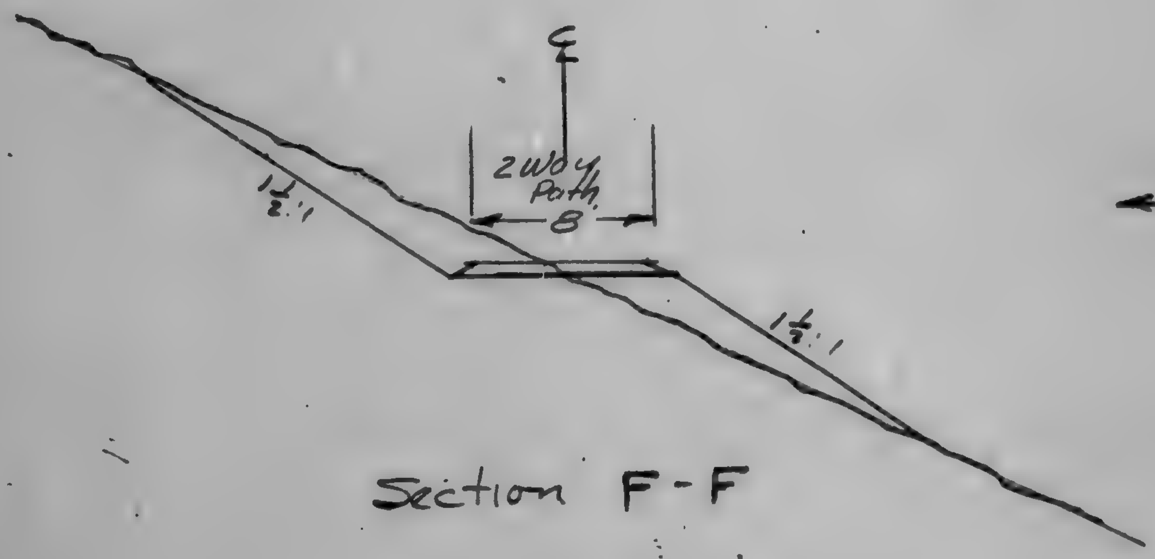
Made by

S.W. 5th Ave
Use street


℄
19'
19'
Rock wall
4'
3' Grass
12
12
3' Grass
4'
Conc sidewalk
Conc sidewalk

Section E-Ė

4.10

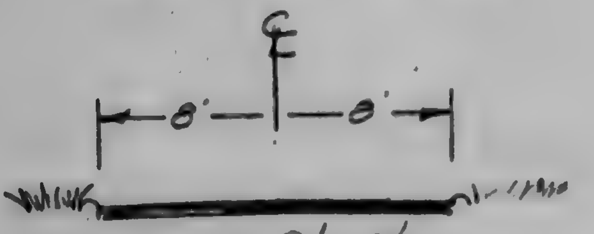

℄
2 Way Path
8
1½:1
1½:1

← 8.20

2.41 pave rd

Section F-F

SW. Brier Place

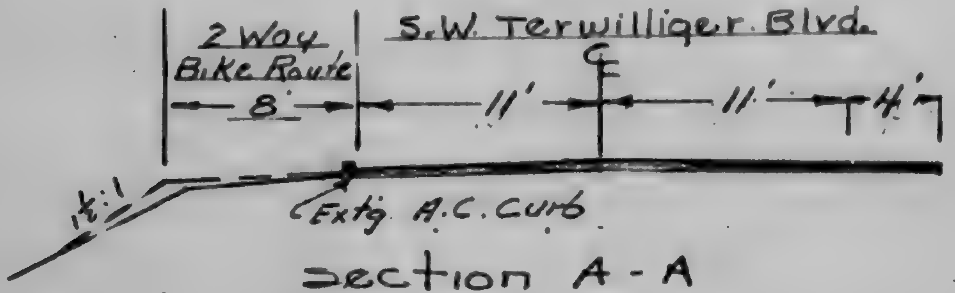


use street
section G-G
(Signing Only)

6.75

OREGON STATE HIGHWAY DIVISION

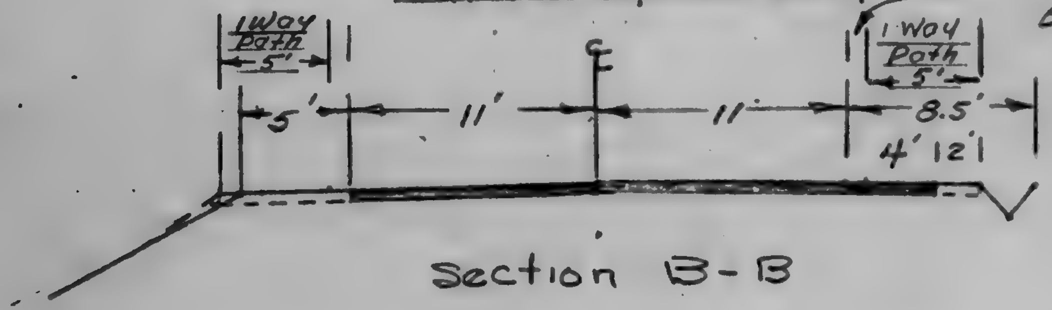
Barbur Blvd. Bike Route


S.W. Terwilliger Blvd.
2 Way Bike Route
8'
11'
℄
11'
4'
1½:1
Extg A.C. Curb

14.69

Section A - A

S.W. Terwilliger Blvd. at S.W. Boones Ferry

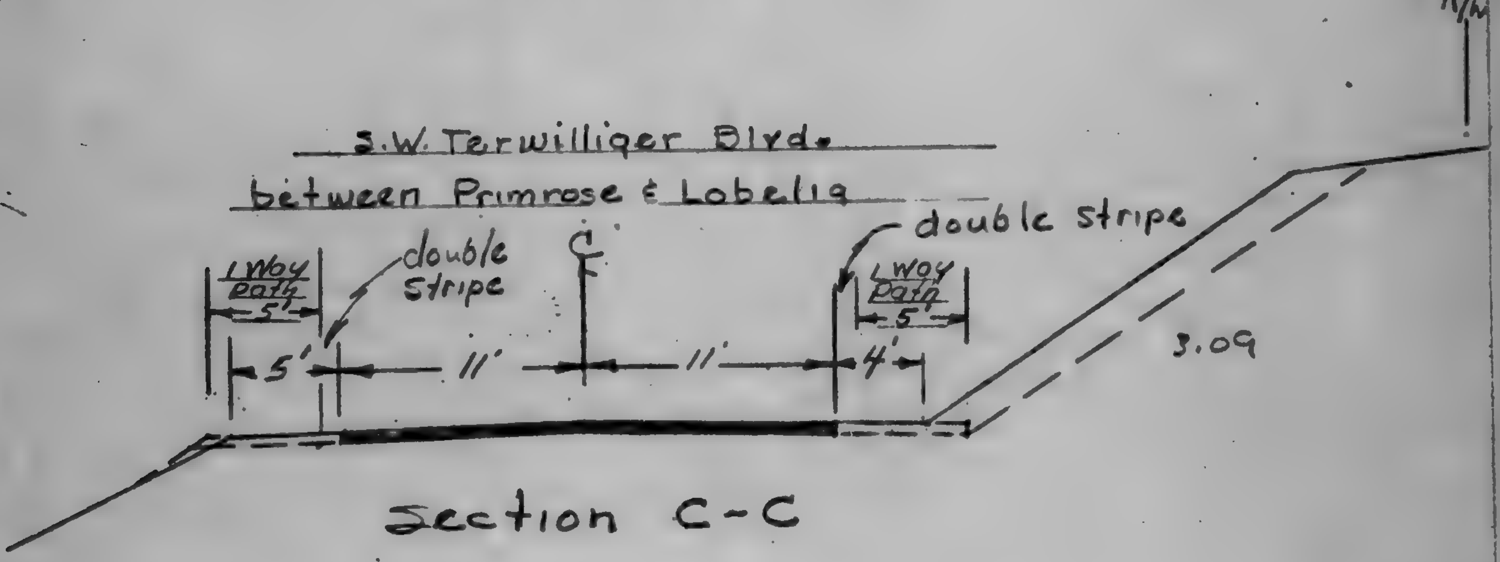

double stripe both sides
1 Way Path 5'
5'
11'
℄
11'
1 Way Path 5'
8.5'
4' 12'

sidewalks 9.39 No War

widen S.W. 9.10

Section B - B

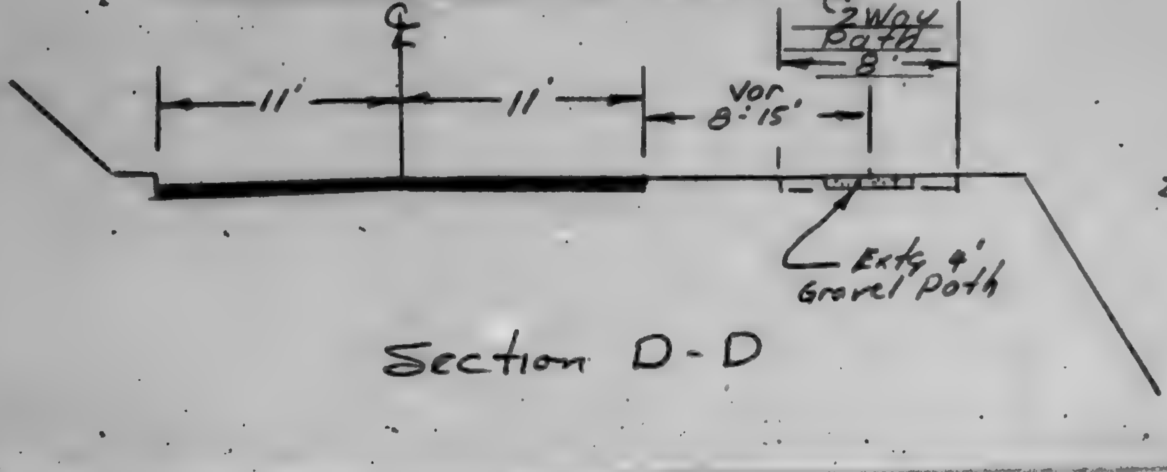
S.W. Terwilliger Blvd. between Primrose & Lobelia


R/W
double stripe
1 Way Path 5'
double stripe
℄
5'
11'
11'
1 Way Path 5'
4'

3.09

Section C - C

S.W. Terwilliger Blvd between SW 5th & S.W. Troy


℄
2 Way Path 8'
11'
11'
var. 8'-15'
Extg 4' Gravel Path

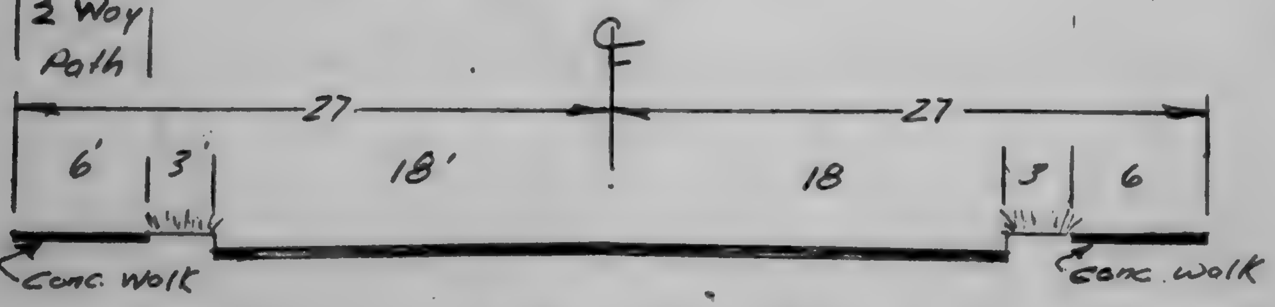
2.69

Section D - D

OREGON STATE HIGHWAY DIVISION

Barbur Blvd Bike Route

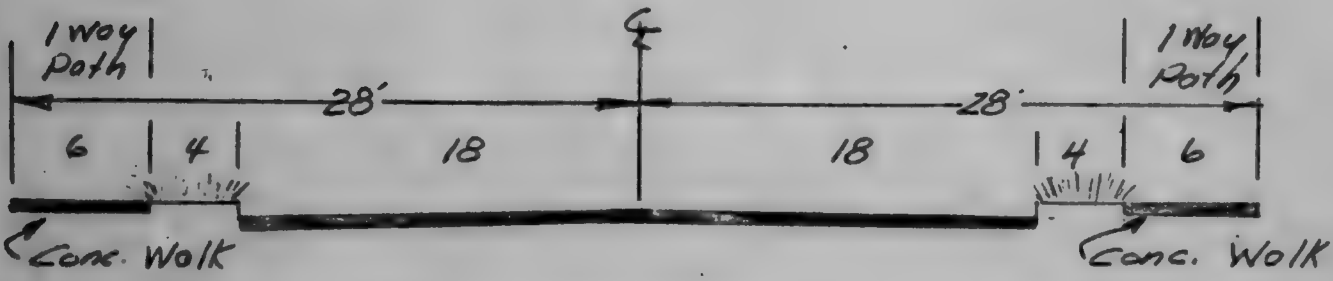
S.W. 1st Ave.


2 Way Path
27
℄
27
6'
3'
18'
18
3
6
Conc. walk
Conc. walk

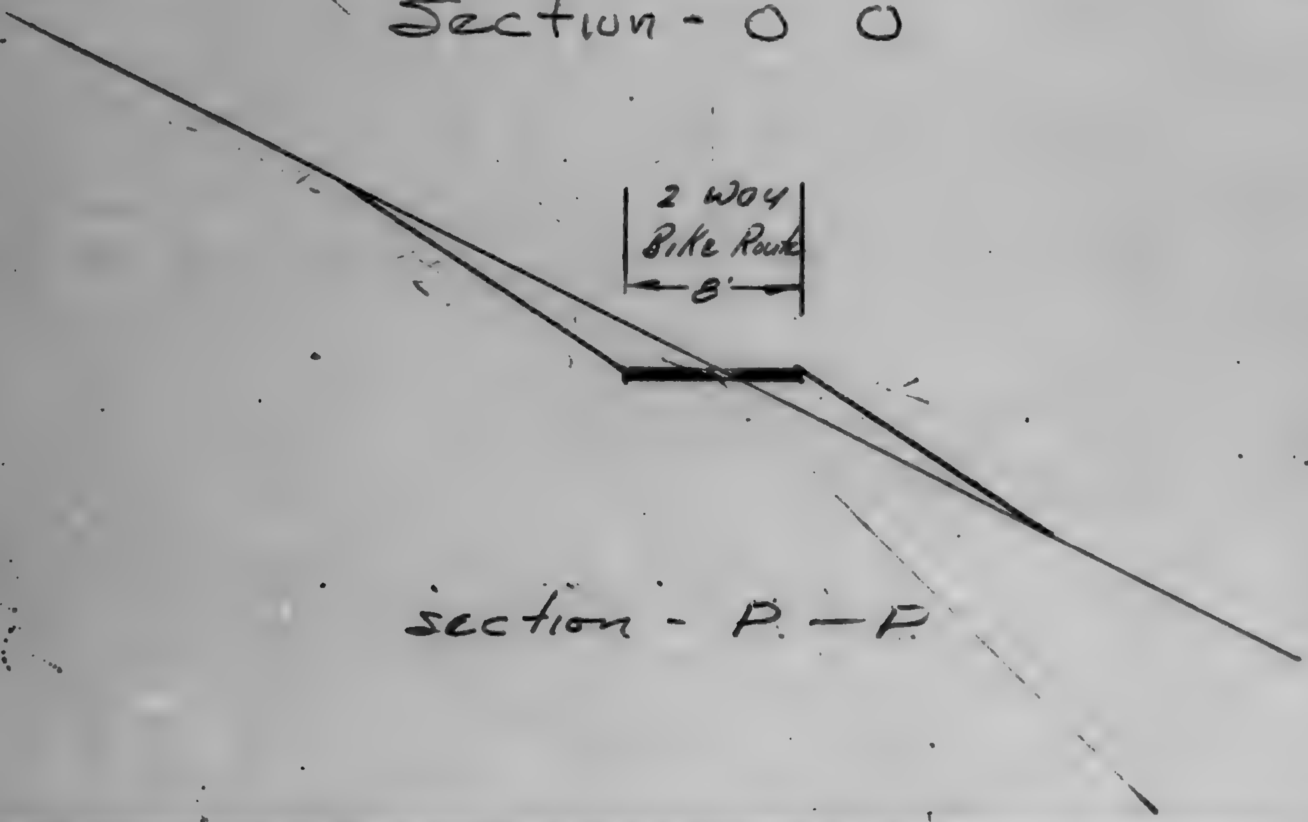
signing & curb cuts only

Section N - N

S.W. Hooker St.


1 Way Path
℄
1 Way Path
28'
28'
6
4
18
18
4
6
Conc. Walk
Conc. Walk

Section - O O


2 Way Bike Route
8'

section - P - P

RECEIVED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7925

May 11, 1972

Mr. Robert S. Baldwin
Planning Director
Multnomah County Planning Commission
1107 S. W. 4th Avenue
Portland, Oregon 97204

Dear Mr. Baldwin:

Thank you for your letter of April 26 indicating the County's support of the City of Portland's proposed "Terwilliger Boulevard Alternate Bikeway Route".

We are in the process of preparing a cursory inspection of the route to determine the feasibility of constructing this type of facility in the area between S.W. Barber Boulevard and the Baldock Freeway.

Acceptance of these routes by all local authorities is very important for coordination and to serve the needs of the people.

Very truly yours,

Victor D. Wolfe
Location Engineer

By NOTED
E. S. HUNTER
J McClure
James D. McClure
Office Locating Engineer

RECEIVED
MAY 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JDM:jp
bc E.S. Hunter ✓

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

PLANNING COMMISSION

(503) 248-3043 • 1107 S. W. 4th AVENUE • PORTLAND, OREGON 97204

April 26, 1972

Mr. James McClure
Location Section, Highway Division
Department of Transportation
218-B State Highway Bldg.
Salem, Oregon 97310

Dear Mr. McClure:

We would like to express our approval of the "Terwilliger Boulevard Alternate Bikeway Route" which has been proposed by the City of Portland. This route, lying mostly between I-5 and S. W. Barbur Blvd., would combine recreational and utility potential for both bicyclists and pedestrians.

Multnomah County has under consideration a bikeway route which would connect the entrance to Tryon Creek State Park to Clackamas County via S. W. Boones Ferry Road. The route proposed by Portland would meet our route at the intersection of S. W. Boones Ferry Road and S. W. Terwilliger Blvd. Obviously, the significance of our route would be increased greatly were it to serve as a component of an extensive bikeway system. The implementation of the proposed Terwilliger Alternative would help creat such a system.

Both the location and potential for use of the Terwilliger Alternative would seem to indicate that State assistance would be very appropriate here. This is an opportunity to utilize State resources in a manner which would be acceptable to local authorities, and which would serve the citizens of the local community.

Very truly yours,
MULTNOMAH COUNTY PLANNING COMMISSION

Robert S. Baldwin

Robert S. Baldwin, Planning Director

RECEIVED
MAY 9 1972
LOCATION SECTION

RSB:md

c.c. CRAG
Lloyd Anderson, Portland City Commissioner
Betty Barker, Chairman, Portland Bikeway Task Force
Commissioner Clark
Robert Nordlander & Tex Matsler, Dept. of Public Works

RECEIVED
1972

FILING

5

LLOYD ANDERSON
CITY COMMISSIONER

7925

DEPARTMENT OF PUBLIC WORKS
ROOM 414, CITY HALL
1220 S.W. 5TH AVENUE
PHONE 228-6141

CITY OF PORTLAND
OREGON

April 18, 1972

Mr. George Baldwin
Oregon State Highway Division
Salem, Oregon

Dear Mr. Baldwin:

In the resolution recently passed by the Portland City Council, the Oregon State Highway Division was requested to construct a bicycle path along S. W. Terwilliger Blvd. "or a suitable alternative" connecting Duniway Park and Lewis and Clark College.

This is to inform you that Portland's Bicycle Path Task Force has approved such an alternative to the Terwilliger route as its stated preference. Details of this route have been presented to Mr. James McClure your Bicycle Paths Coordinator. Basically this route would be constructed on land presently owned by the OSHD between I-5 and Barbur Blvd. It would be a safe, separate facility and is presently graded in many places.

This route is the product of research done by Mr. Steve Oppenheim, leader of a Portland State University class in bicycle paths planning and a CRAG employee. He will be available for a detailed presentation of this route at your convenience. CRAG and Multnomah County planning personnel have given verbal support to the proposal and will soon send their position in writing to you.

We request that this alternative be given highest consideration and that it be affirmatively acted upon for implementation in the near future.

Thank you for your consideration.

Very truly yours,

Lloyd Anderson
Lloyd Anderson
Commissioner of Public Works

LEA:bg

RECEIVED
APR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

4-20-72
Hunter

7926 Rickreall-Monmouth Bikeway on Pac. 1973
Hwy. West north of Monmouth
(Grading, paving & structures)

CXA N754 10-16-74
RR 7666 3-7-74

FORM E-20

#7726

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE October 28, 1974

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

srb

NOTED
C. W. HEAD

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on October 3, 1974, I accepted the following:

Contract No. 8001 , Work Completed July 15, 1974

Project S. Banfield Interchange-S.E. Foster Road

Highway East Portland Freeway County Multnomah

Type of Work Pile and Plate Load Tests

Contractor Willamette-Western Corporation

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on October 4, 1974, I accepted the following:

Contract No. 7926 , Work Completed July 5, 1974

Project Rickreall-Monmouth Bikeway

Highway Pacific West County Polk

Type of Work Grading, Paving and Structures

Contractor Salem Road & Driveway Co.

Contract No. 7933 , Work Completed June 14, 1974

Project Delta Highway-Coburg Road (Eugene)

Highway Willamette Bikeway County Lane

Type of Work Grading and Paving

Contractor Benge Paving, Inc.

Contract No. 7824, Work Completed June 30, 1973

Project La Grande

Highway Old Oregon Trail County Union

Type of Work Roadside Improvement

Contractor Baltz and Son Co.

Administrator and
State Highway Engineer

7926

October 25, 1974

St. Paul Fire & Marine Ins. Co.
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On October 11, 1974, we wrote to you concerning release of final payment on Contract No. 7926 awarded to Salem Road & Driveway Co. for work on the Rickreall-Monmouth Bikeway Section of the Pacific Highway West in Polk County.

Final payment on this contract is $14,032.95 and the total contract amount is $271,280.53 including $1,645.84 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

pw

cc: Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

#7926

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 27-1123

Salem, Oregon

October 16, 1974

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

SUBJECT: Bicycle-Pedestrian Facility
Rickreall-Monmouth Section
Pacific Highway West

TO: C. W. Head
COMMISSION SERVICES SUPERVISOR

MISC. CONTRACTS and
AGREEMENTS No. 4754

Enclosed is a copy of City of Monmouth Ordinance #720, relating to bicycle paths.

The ordinance is intended to fulfill items 7 and 11 in the agreement between the City and State Highway Division on the subject project.

POS/elk
Enc.
cc: L. W. Rulien
H. S. Cox
Dick Nelson

NOTED
C. W. HEAD

7926

5

July 3, 1973

Monmouth City Council
City Hall
West Main Street
Monmouth, Oregon   97361

Attention: Mr. Ken R. Martin
           City Manager

MISC. CONTRACTS and
AGREEMENTS No. 4754

Gentlemen:

Attached for your records is a letter-form agreement concerning the construction of a proposed bicycle-pedestrian facility between Rickreall and Monmouth along the Pacific Highway West in Polk County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Attachment

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE October 4, 1974

TO F. B. Klaboe, Administrator
and State Highway Engineer

Vince Gallagher

FROM for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7926, Work Completed July 5, 1974

Project Rickreall-Monmouth Bikeway

Highway Pacific West, County Polk

Type of Work Grading, Paving and Structures

Contractor Salem Road & Driveway Co.

Recommended Acceptance Date October 4, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:pr

#7926

27-1123

**OREGON STATE
HIGHWAY DIVISION**

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 25, 1974

City of Monmouth
City Hall
Monmouth, Oregon 97361

ATTENTION: Kenneth R. Martin
City Manager

Dear Mr. Martin:

Subject: Bicycle-Pedestrian Facility
Rickreall (Oregon 22)-Monmouth (Oregon 51) Sec.
Pacific Highway West (Oregon 99)

By your letter dated July 25, 1974, the City of Monmouth accepted the portion of bicycle path adjacent to E. Main Street (Oregon 51) lying between Oregon 99W and Heffley Street.

Item 10 in the agreement between the City of Monmouth and Oregon State Highway Division regarding subject bicycle facility stipulates a $1,200 contribution by the City towards the cost of above portion.

Please submit remittance in behalf of the City of Monmouth to this office for processing.

Yours very truly,

Phillip O. Stearns

Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

POS/elk

cc: L. W. Rulien
S. Cox
C. W. Head
Dick Nelson

NOTED
C. W. HEAD

#7926

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

September 19, 1974

SUBJECT: Monmouth Bikeway
Pacific Hwy. West (ORE 99)

TO: Mr. C. O. Fredrickson
Region 2 Engineer
EAST SALEM HIGHWAY BLDG.

FROM: D. M. Harwell
Assistant Engineer
County & City Unit

With regard to subject matter of the bikeway and its completion and acceptance by the City of Monmouth, attached is correspondence of July 25, 1974 from the City to Resident Engineer Nelson, and a copy of agreement with City under date of June 13, 1973, whereby paragraph 10 obligates City to contribute $1,200 toward the project cost.

With regard to agreement stipulations, perhaps your office should request payment.

DMH:ljt
Att.

cc: L. W. Rulien
R. Nelson, Resident Engr.
C. W. Head

NOTED
C. W. HEAD

7926

J

September 6, 1974

Salem Road & Driveway Company
P. O. Box 603
Salem, OR 97308

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7926 for work on the Rickreall-Monmouth Bikeway Section of Pacific Highway West in Polk County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of three days is granted which deletes all liquidated damages.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Kensey
V. L. Gallagher
C. O. Fredrickson

fr cm

FORM 81-734-3030

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 5, 1974

FILE:

John Bond

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Rickreall-Monmouth Bikeway
Contract No. 7926
Request for Time Extension

Salem Road & Driveway Company requests a three-day extension which would delete all liquidated damages on this project. They cite fall and spring rains and increased contract quantities.

The project was considered complete July 5, 1974 with 178 days counted. This results in three days liquidated damages at $100 per day. I note that the contractor was treated quite liberally in the accounting of the time on this project. He was given a stop work order from May 24 to June 17 awaiting better paving weather but during which he accomplished about 6 percent of the contract work. Several days work on cleanup and miscellaneous items also occurred after the July 5 completion date recorded.

Nevertheless, there are two very valid reasons for extension for the three days that are requested. There was a 96 percent overrun (3,844 cu. yds.) on the embankment item. This was caused by building portions of the bikepath to a more precise engineered grade line instead of following the natural ground as originally planned. A late price agreement (No. 6) is dated June 14, 1974 and covered the extension of the bikeway work on the northerly end of the project through the Rickreall community and was in the amount of $15,266.95. This work was mostly done after the June 17 resume work order while time was being counted. This one price agreement has a money value of over 5 percent of the original contract amount.

Therefore because of the embankment overrun and P.A. 6, I concur in the three-day time extension which will delete all liquidated damages.

This is a State project. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
SEP 5 1974
Office of
Assistant State Highway Engineer

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 12, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 175 days to 178 days, within which to complete our Contract No. 7926, without the assessment of liquidated damages. The said contract is described as follows:

Rickreall-Monmouth Bikeway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Early fall rains in 1973 and late spring rains in 1974 prevented us from doing our work as planned.

Increased quantities of Embankment Borrow and more drainage have been incorporated into the job

Respectfully submitted,

Salem Road & Driveway Co.
Contractor

By George A. Lindahl
George A. Lindahl, Secretary

CONSENT OF SURETY

Date Aug 13, 1974

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7926 Contractor Salem Road & Driveway Company

Highway Pacific West

Section Rickreall-Monmouth Bikeway

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **GRANTED.** The reasons for such recommendation are as follows:

Overrun of major items and project limit extension more than justify the requested added time which is the actual amount of overrun.

Recommended for Approval:

REGION ENGINEER

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	7926
Project designation (State-Federal)	State
Date awarded	August 29, 1973
Work started	9-17-73
Per cent completed	100% 8-15-74 (Date)
No. of Calendar/Workdays Allowed	175
No. of Calendar/Workdays Used	178
No. of Added Calendar/Workdays Requested	3

[illegible]

7926

FORM E-1 (REV. 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: RICKREALL-MONMOUTH BIKEWAY

WEEK ENDING: August 24, 1974

SECTION PREFIX: 27-1123

HIGHWAY: Pacific West

COUNTY: Polk

NAME OF JOB: Rickreall-Monmouth Bikeway

KIND OF WORK: Grading, Paving, Structures

CONTRACTOR: Salem Road and Driveway Company

CONTRACT NUMBER: 7926

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 29, 1973

DATE WORK STARTED: September 17, 1973

ESTIMATED COMPLETION DATE: July 5, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED ~~CALENDAR DAYS~~ work 175

SPECIFIED COMPLETION DATE

WORK DAYS USED

~~CALENDAR DAYS~~ work USED 178

PERCENT OF TIME ELAPSED 102

PROJECT AUTHORIZATION: $ 308,008.93

EXCLUSIVE OF ENGINEERING: $ 283,585.31

ENGINEERING AUTHORIZATION $ 24,423.62

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 277,173

ENGINEERING COST TO DATE $ 32,500

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: UNDERRUN 2.3 %

PERCENT OF AUTHORIZATION 133 %

DATE PROJECT WAS COMPLETED: July 5, 1974

PROJECT COMPLETED - SEMIFINAL ESTIMATE & SUPPORTING DATA DELIVERED TO REGIONAL OFFICE 8/22/74.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.79	5.79			5.79
MILES PARTIALLY COMPLETED	5.79	5.79			5.79
MILES COMPLETED	5.79	5.79			5.79
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,000 cy	1,230 cy			4,950 tons
TOTAL QUANTITIES CORRECTED TO DATE	7,904 cy	798 cy			5,255 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,904 cy	798 cy			5,255 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Box Culv.	492 B	7615	7616				
PERCENT	100	100	100	100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K RECEIVED Scofield
Bond Glenn
Jackmond AUG 26 1974 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED - Semi-Final estimate and supporting data delivered to Region 2 Office on August 22, 1974.

FINAL REPORT.

SIGNED ______ LOCATION Corvallis

Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

Mayor
Q. L. "Jake" Jacobson

Council Members
Ernie L. Cummins
Merlin Darby
Patricia Jaffer
Stanley J. Kenyon
Gail C. Meyer
Gordon R. Pratt

Monmouth Owns its Water
and Electric Systems

City of Monmouth

Oregon 97361

City Recorder
Joan E. Howard

City Manager
Kenneth R. Martin

#7926

July 25, 1974

Mr. Dick Nelson
State Highway Department
3700 Philomath Hwy.
Corvallis, Oregon 97330

Dear Mr. Nelson:

As per the inspection of the bicycle path through the City of Monmouth on Tuesday, July 23rd, 1974, the City of Monmouth hereby accepts that portion of the project within the City Limits of Monmouth.

We would however bring to your attention the intersection of 99W and Main Street and the knock down curbs on all four corners. The dual wheel semi trucks seem to think that the turn is much easier now by cutting across these wheel chair ramps.

We would be most happy to discuss this problem with you.

Sincerely,

Ken Martin

Kenneth R. Martin
City Manager

RECEIVED

JUL 26 1974

RESIDENT ENGR.
R. E. NELSON

CC: County & City
Construction
Secretary

#7926

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 25, 1974

FILE:

FROM:

SUBJECT: Inspection Tour
Rickreall-Monmouth Bikeway
Pacific Hwy West, Polk County

TO: MEMO TO FILE

On July 23, the following persons participated in a final cycling inspection tour of the subject bikeway project:

Stan Voight, Contractor, Salem Sand and Gravel
Gerald Wimer, Ass't Regional Engineer
Dick Nelson, Resident Engineer
Art Gottfried, Resident Bridge Engineer
Kerry Dayton, Ass't District Engineer
James McClure, Bicycle Route Engineer
Hank Wakerlig, Ass't Bicycle

NOTED
E. S. HUNTER

The overall construction quality is excellent. Paving of the 8-foot-wide facility is superior and the majority of earthwork finishing and bark mulch along the bikeway is good. The surface exhibits an excellent riding quality for high-speed cyclists while the alignment and slight variations in grade add interest. Construction of the bikeway bridges along the project is excellent with good riding qualities. This type of bridge design is very functional and appears to be an excellent choice.

Visual reaction to the bikeway's poor alignment and profile during the construction phases are not considered detrimental to the bikeway's usability or riding quality. After completion of backfilling and finishing of this bikeway, the slight variations in alignment and grade are not noticeable.

The only complaint I have is the irritating 1/2-inch lip at each bikeway ramp along the sidewalk section in the Monmouth and Rickreall areas. I recommended to Mr. Wimer that a wedge of asphalt be placed to eliminate this bump. In future I would recommend that on bikeway ramps the 1/2-inch lip be eliminated or a wedge of asphalt be called for on the plans. During the inspection trip, no consensus opinion was expressed by the group as to which would be the best method. Either alternate appears satisfactory.

In Monmouth we met with Dick Roscoe to discuss the acceptability of the facility to the City. He indicated that the City was very pleased with the construction and had no complaints. He indicated that the bikeway was being extensively used.

RECEIVED
JUL 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Resident Engineers Nelson and Gottfried are to be commended for their efforts in developing an excellent bikeway which is a joy to cycle and a project in which the Highway Division can be proud. It was also apparent that the contractor took a great deal of pride in developing this fine bikeway. Any criticism of the facility, I personally feel, is not warranted.

Victor D. Wolfe
Location Engineer

By JDMcClure

James D. McClure
Bicycle Route Engineer

JDM:jp ko
cc E. S. Hunter
J. H. Versteeg
Walter Hart
C. T. Keasey
Chuck Fredrickson
Jerry Wimer
Art Gottfried
Dick Nelson
Kerry Dayton

#7926.

9

DEPARTMENT OF JUSTICE

Memorandum

TO: MEMO TO FILE

DATE: June 20, 1974

FROM: PATRICK A. RANDOLPH, JR., TEMPORARY ASSISTANT ATTORNEY GENERAL

SUBJECT: RICKREALL BICYCLE PATH DISPUTE

Today, (June 11, 1974) I accompanied Dick Nelson and Chuck Fredrickson to the Rickreall Market to discuss a proposed bike path extension with the owner of the market, Eileen Seeley. Although Mrs. Seeley runs the market she apparently holds the property under a long term lease. She has protested to Fred Klaboe that the proposed bike path construction would ruin her business by taking away parking space in front of her store.

Mrs. Seeley's legal complaints about the highway action amount to nothing in my judgment.

There is about eight feet of graveled open space between the porch of Mrs. Seeley's store and the highway right-of-way. The bike path which Dick Nelson had designed would have been constructed two feet within the right-of-way and would have been eight to nine feet wide. There would have been no curb and people wishing to park in front of Mrs. Seeley's store would easily have been able to cross the bike path and park diagonally in front of the store while disturbing the use of the bike path very little. Nevertheless, Mrs. Seeley was concerned that persons who parked with fenders overhanging in the bike path might be liable to receiv~~ing~~e traffic tickets. In this she is probably technically correct, although, of course, such a rule likely would not be enforced, especially under these circumstances.

Mrs. Seeley's store adjoins an antique store which had an identical parking situation and the antique store is surmounted by an apartment which, according to Mrs. Seeley, also uses the front area for parking. The owners of these premises have not contacted us. In passing, it might be noted that there is additional parking on the south side of the market.

As Mrs. Seeley points out, approximately two blocks north of her store there is a school on the opposite side of the street. Persons using the bike path in front of her store would have to cross the highway to reach the school at an intersection without traffic lights. If there were a bike path on the other side of the street beginning at Mrs. Seeley's corner, persons wishing to reach the school via the bike path could cross at the traffic light at her corner.

The above considerations led Chuck Fredrickson to believe that it might be desirable to build a more narrow bike path on both sides of the street in this area. This use of our right-of-way apparently would not interfere with parking for businesses on either side of the street and would facilitate access to the school.

Chuck asked Dick Nelson to run a cost estimate on the proposed change in design.

It should be pointed out the proposed design of the bike path will force some bicyclists to cross the street solely to maintain their direction of travel on the bikeway since the bikeway has already been extended to Mrs. Seeley's location from the south.

ph

cc: Fred Klaboe, Deputy State Highway Engineer
Al Johnson, Assistant State Highway Engineer
Chuck Fredrickson, Regional Engineer
Dick Nelson, Design Engineer

RECEIVED
STATE HWY ENGR
JUN 20 74
REFER TO
FOR
D/R Sign Act File

#7926

8

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 16, 1974

Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

Subject: Rickreall - Monmouth Bikeway
Change in Personnel

It has become necessary to make a change in the Resident Engineer currently assigned to the subject project. Mr. Dick Nelson will be transferred to another assignment effective June 1 and will be replaced by Mr. Phil Stearns who will assume the duties of Resident Engineer on this and other projects currently assigned to Mr. Dick Nelson.

We would appreciate your cooperation in making this transition as smooth and effective as possible.

Very truly yours,
ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
Region II Engineer

COF:lb

cc: H. S. Coulter
C. T. Keasey

RECEIVED
MAY 20 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

#7726

8

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1974

SUBJECT: Rickreall-Monmouth Bikeway Extension
Polk County

To:

MEMO TO FILES

NOTED
E. S. HUNTER

A bikeway extension northerly of the subject section, as shown on the attached sketch, is tentatively approved.

This recommendation, made by Gerry Wimer at an estimated cost of $14,000, is to serve the Rickreall grade school, the town of Rickreall, and provide a facility for cyclists traveling west to the coast.

Victor D. Wolfe
Location Engineer

Attach

JDM:jp

cc-E.S. Hunter
C.O. Fredrickson
C.T. Keasey

RECEIVED
MAY 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ctions & Details
ctions Details
Sheet

STATE HIGHWAY DIVISION

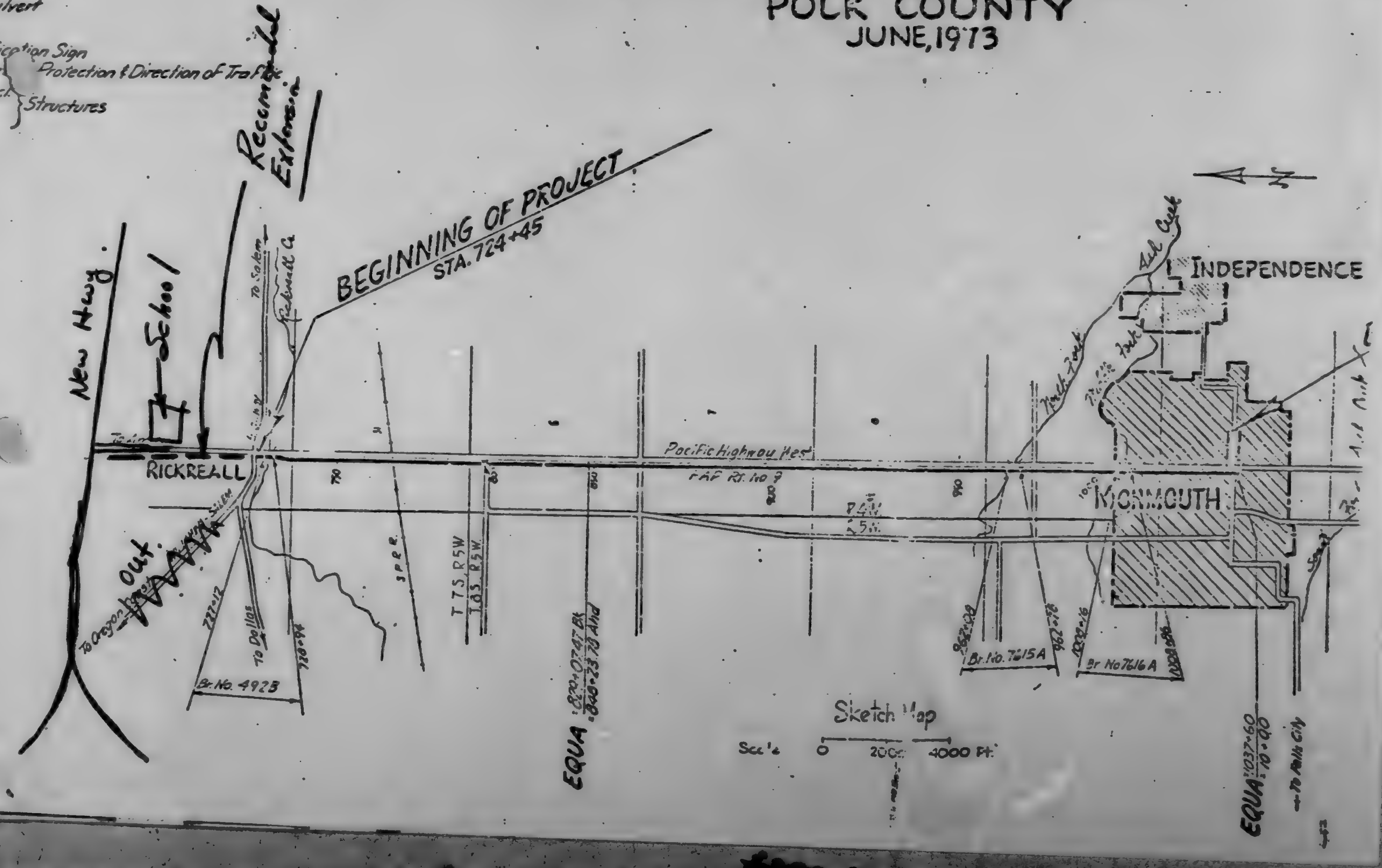
PLANS FOR PROPOSED PROJECT

GRADING, PAVING & STRUCTURES

RICKREALL-MONMOUTH BIKEWAY

PACIFIC HIGHWAY WEST
POLK COUNTY
JUNE, 1973

Driveways
ard Rail
Link Fence
Culvert
ification Sign
Protection & Direction of Traffic
Structures



New Hwy.
School
Recommended Extension
Out.
To Oregon
To Dallas
To Salem
Rickreall Cr.
RICKREALL
727+12
730+94
Br. No. 4923
BEGINNING OF PROJECT
STA. 724+45
S.P.R.R.
T.7S. R5W
T.8S. R5W
EQUA 829+07.47 Bk
848+23.73 Ahd
Pacific Highway West
F.A.P. Rt. No 9
750
800
850
900
950
1000
North Fork
Ash Creek
INDEPENDENCE
MONMOUTH
962+09
962+78
Br. No. 7615A
1009+16
1009+96
Br No 7616A
EQUA 1037+60
10+00
To Falls City
Sketch Map
Scale 0 2000 4000 Ft.

7926

files

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 18, 1974
Salem, OR 97310

SUBJECT: Easement Indenture
Rickreall-Monmouth Bikeway Sec.
Pacific Highway West
Polk County
Contract No. 7926
R/W File 47777

To: C. W. Head, Manager
Management Services

BUILDING

The State's fully executed counterpart of the Easement Indenture granted to the State by Southern Pacific Transportation Company on Rickreall-Monmouth Bikeway Section of Pacific Highway West, Polk County has been handed to Velda DeGuire for final processing, after which it will be forwarded to your office for your files. Distribution of conformed copies has been made as indicated below.

This easement was granted to the State by Southern Pacific Transportation Company at no expense to the State. After this easement has been recorded, the Southern Pacific Transportation Company should be notified as to the recording information so that they may include it in their files.

This easement should be reviewed by all section heads to fully acquaint themselves with the obligations the State has as a result of this easement.

J. E. Chidsey
Railroad & Utility Engineer

JEC:jrk

cc: H. S. Coulter
L. W. Rulien w/copy easement
J. B. Boyd w/original easement
J. L. Sollis w/copy easement
C. O. Fredrickson w/copy easement
Richard Nelson w/copy easement
F. T. Lacey w/copy easement
J. W. Valentine w/copy easement

NOTED
C. W. HEAD

NOTED
FRAN NEAVOLL

SP*92475-724

#7926

Files

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 8, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

E. A. Kendrew

Easement Indenture
Rickreall-Monmouth Bikeway Sec.
Pacific Highway West
Polk County
R/W File 4777
SPTC File 911673A/315

Gentlemen:

Herewith you will find duplicate counterparts of the Easement Indenture for the above captioned grade crossing near Gerlinger, which was submitted to us with your letter dated September 14, 1973.

This document was executed by the Administrator and Highway Engineer on March 1, 1974 and is now being returned to you for final execution by your principals. As you requested, enclosed is a copy of a letter of Concurrance from Western Farm Service Inc. stating that the bikeway will not be detrimental to them.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility Engineer

JEC:jrk
Enclosure

cc: Southern Pacific Trans. Co.
San Francisco

bc: C. W. Head
H. S. Coulter
L. W. Rulien
F. T. Lacey
J. B. Boyd
J. L. Sollis
C. O. Fredrickson
Richard Nelson
J. W. Valentine

NOTED
FRAN NEAVOLL

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

176

March 7, 1974

Mr. J. B. Boyd
Right of Way Engineer

C. W. Head
Commission Services

RAILROAD COMPANIES
FILE No. 7266

Attached are two copies of an easement with Southern Pacific Transportation Company for the right to construct, reconstruct, maintain and use the public bikeway across the Railroad's right-of-way on the Rickreall-Monmouth Section of the Pacific Highway West in Polk County.

Please have the Railroad Company date and sign this easement. We have retained a xerox copy until the fully executed original is returned for the Transportation Commission's files.

fkn

Att.

7926

5

FORM 2-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 20, 1974
Salem, OR 97310

SUBJECT: Easement Indenture
Rickreall-Monmouth Sec.
Pacific Highway West
Polk County
R/W File #47777

To: J. B. Boyd
Right of Way Engineer

BUILDING

Attached are the original counterparts of an easement granting the Oregon State Department of Transportation, Highway Division, the right to construct, reconstruct, maintain and use the public bikeway across the Southern Pacific Transportation Company Right of Way on the Rickreall-Monmouth Section, Pacific Highway West, Polk County. This easement is granted to the Highway Division by the Southern Pacific Transportation Company at no cost to the state. This easement has been reviewed and approved by the legal office and other interested section heads.

Submission of this easement has been held pending authorization from Western Farm Services, Inc., who currently hold a lease from Southern Pacific Transportation Company across which the easement runs. Attached for information is a copy of the release from Western Farm Services Inc. dated January 31, 1974.

Please approve this easement indenture and secure the approval of the Chairman and Vice-Chairman of the Oregon Transportation Commission and after this approval is obtained forward to Mr. Klaboe for his signature. After Mr. Klaboe has signed this agreement please have it returned to me and I will forward it to the Southern Pacific Transportation Company for execution by their principals.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jrk
Attach.

cc: F. B. Klaboe
H. S. Coulter
C. T. Keasey
J. H. Versteeg
V. E. Skoog
C. O. Fredrickson
Richard Nelson
Rod Henry

RECEIVED
STATE HWY ENGR
FEB 20 '74
REFER TO
FOR
Info | Inves | RID | DIR | Sign | Act | File

NOTED
MARIE STEPHENS

7926

5

RECEIVED
FEB 21 1974
Office of
Assistant State Highway Engineer

February 20, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Easement Indenture
Rickreall-Monmouth Sec.
Pacific Highway West
Polk County
R/W File 47777
SPTC File 911673A/315

Dear Sir:

On December 18, 1973 you wrote to me regarding the duplicate counterparts of a proposed easement with the State to cover the bikeway on the Rickreall-Monmouth Section of Pacific Highway West in Polk County. The main reason for the delay in the execution of this easement indenture by the State was the securing from Western Farm Services Inc. a letter stating that the proposed bikeway will not be detrimental to this industries use of the property they have leased from Southern Pacific Transportation Company.

We have finally obtained the release from Western Farm Services Inc. A copy of this release will be furnished to you when the signed easement indentures are returned. These easement indentures will be returned to you in the next three to four weeks for final execution by your principals as soon as they have been approved by the Oregon Transportation Commission and signed by the Administrator and State Highway Engineer.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility Engineer

JEC:jrk

NOTED
H.S. COULTER

cc: Southern Pacific Transportation Co.
San Francisco

bc: H. S. Coulter
C. T. Keasey
J. L. Sollis
J. B. Boyd
C. O. Fredrickson
Rod Henry
Richard Nelson

1926

5

bc . S. Coulter
C. T. Keasey
J. B. Boyd
C. O. Frederickson
Richard Nelson
Rod Henry

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 23, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Easement
Rickreall-Monmouth Section
Pacific Highway West
Polk County
R/W File: 47777
SPTC File: 911673A/315

Dear Sir:

In your letter of January 21, you requested that we transmit duplicate counterparts of the proposed Easement sent to me on September 14, 1973, so that you might complete the transaction in connection with this project. The duplicate counterparts of this proposed Easement have not been forwarded to you since in your letter of September 14, you stated that the State should obtain a letter from Western Farm Services, Inc. stating that the proposed bike path will not be detrimental to that industry. I inferred from this letter that we should obtain this release from Western Farm Services before the Easement Indenture can be final executed, and at present, we are waiting for a letter to be sent to us by Western Farm Services, Inc.

If I am in error in my assumption regarding the release from Western Farm Services, please advise me and I will forward the Easement Indenture documents to the Transportation Commission for execution by them and send them on to you at the earliest possible date.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
JAN 24 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

JEC:jly

cc: Southern Pacific - San Francisco

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

5

LEE JOHNSON
ATTORNEY GENERAL

#7926

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

November 6, 1973

Mr. F. B. Klaboe
State Highway Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Re: In the Matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.020 to alter CM-729.70, a crossing of Rickreall-Monmouth Bikeway, Pacific Highway West, with the tracks of the Southern Pacific Transportation Company, near Gerlinger, Polk County, Oregon.
PUX 886, SXF 650

Dear Fred

Enclosed is a copy of Order No. 73-716 issued by the Public Utility Commissioner on October 30, 1973, relative to the above-subject matter.

Sincerely

Jack L. Sollis

Jack L. Sollis
Assistant Attorney General
Trial Division

am

Cc: C. R. Burghart
A. E. Johnson
Walter J. Hart
C. T. Keasey
D. H. Moehring
C. Fredrickson
James E. Chidsey
F. T. Lacey
R. P. Hamilton
H. S. Cox

[illegible]
H.S [illegible] ER

NOTED
MARIE STEPHENS

Order No. 73-716

Crossing No. CM-729.70

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 650

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.020 to alter CM-729.70, a crossing of Rickreall-Monmouth bikeway, Pacific Highway west, with the tracks of the Southern Pacific Transportation Company, near Gerlinger, Polk County, Oregon.	ORDER

On August 3, 1973, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner for authority to alter a railroad-highway grade crossing, the crossing of Pacific Highway West (route number 99W) with the tracks and right-of-way of Southern Pacific Transportation Company, Dallas Branch, near Gerlinger in Polk County, Oregon.

Applicant seeks authority to alter said grade crossing by constructing a bikeway, to be known as its Rickreall-Monmouth Bikeway, at the crossing. Applicant proposes that the automatic protection presently installed at the crossing will suffice to protect the new bikeway as well as the motor vehicle traffic on the highway at the crossing. The crossing is presently protected with two Commissioner's Standard No. 2B cantilevered flashing light signals supplemented with two Commissioner's Standard No. 4 automatic gate signals.

Copies of the application were duly served upon Southern Pacific Transportation Company and the Board of County Commissioners of Polk County. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is granted.

(2) Applicant shall:

  (a) Construct the bikeway at the crossing and bear all the cost thereof; and

  (b) Maintain that part of the crossing area outside a line drawn two feet outside of each rail and bear all costs thereof.

(3) Southern Pacific Transportation Company shall maintain that part of the crossing area lying between lines drawn two feet outside each rail.

(4) Upon completion of the project, applicant shall notify the Commissioner.

Made, entered and effective October 30, 1973.

RICHARD W. SABIN
Public Utility Commissioner

by
Thomas Y. Higashi
Deputy Commissioner

Can 19-4
PuX 886

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

July 25, 1973

Mr. Lon Topaz
Assistant Commissioner of Rail,
Air and Marine
200 Public Service Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Re: Application to Construct or Alter a Railroad-Highway
Grade Crossing
PUX 886

Dear Mr. Topaz

Enclosed is an original and 5 copies of the Application of the State Highway Commission in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Polk County, and two copies are for use by your office.

Sincerely

Jack L. Sollis
Assistant Attorney General

am
Enclosures
cc: F. B. Klaboe
A. E. Johnson
Walter J. Hart
Charles A. Fredrickson
C. T. Keasey
James E. Chidsey

RECEIVED
STATE HWY ENGR
JUL 26 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

PUC Docket No. ____________

Crossing No. CM 729.7

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY GRADE CROSSING

Formal Title:

In the matter of the application of the State of Oregon by and through its Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.020 (763.020/763.030) to

Alter (construct/alter) a crossing of Rickreall-Monmouth Bikeway (street or highway

Pacific Highway West name and/or number),

with the tracks of the Southern Pacific Transportation Company (name of railroad)

Gerlinger (in/near) South of Rickreall (name of city, town or nearest railroad station),

Polk (name of county), Oregon.

Form AC-3/73 Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

1. Name of Applicant: State of Oregon by and through its Department of Transportation, Highway Division
   Address: State Highway Building, Salem, OR 97310

2. Statutory authority under which this application is made ORS 763.020

3. Location of proposed project:
   City or Town South of Rickreall
   Nearest railroad station Gerlinger
   County Polk. The proposed project is in the NE 1/4 of the SW 1/4 of Section 31, Township 7S, Range 4W, Willamette Meridian.

4. This project involves a public ~~highway~~ bikeway (to be) known as Rickreall-Monmouth Bikeway Parallel to the Pacific Highway West
   (name and/or number of street or highway)

5. This project involves the tracks of the Southern Pacific Transportation Co.
   (name of railroad)
   Falls City Branch at railroad milepost 729.7.
   (name of branch or main line)

6. Is it possible or practical to construct the street or highway above or below grade? No
   (yes/no)
   If no, why not? It is not economically feasible to construct an overcrossing at this time.

   (If yes, use application form SS-3/73)

7. List the proper parties of interest:

A. Southern Pacific Transportation Company

B. Oregon State Highway Division

C.

D.

E.

F.

8. What is (to be) the average daily traffic volume on the highway?

A. Upon completion of project 35 (number of vehicles)

B. Expected within five years after completion 50 (number of vehicles)

If this is to be a new crossing, explain how the estimate was made and the growth in traffic expected over the next five years.

During summer months and on weekends the bikeway is expected to have between 30 to 50 bicycles

9. Observed (or anticipated) average vehicle speed over the crossing 10-30 MPH

10. What is (to be) the average number of train movements over the crossing per day? Passenger - - ; Freight 10 ; Switch - -

11. What is the maximum allowable train speed over the crossing? 30 MPH

Typical train speed: Passenger - - ; Freight 30 MPH ; Switch - -

Slowest normal train speed: 30 MPH

12. The proposed Bikeway ~~street or highway~~ will approach the crossing on the Ascending (ascending or descending) grade of 1.8 % from the North (direction), and on Ascending (ascending or descending) grade of 5.0 % from the South (direction).

13. Describe the general nature and intent of the project. This bikeway when completed will connect West Salem with Monmouth. It is believed that the existing signals serving the highway will also serve the bikeway.

14. Is the construction contemplated necessary for the service, accommodation and convenience of the public? Yes If yes, why? To provide a more safe area for bicycles.

15. Is the vision of trains approaching the crossing limited from:

A. A point on the highway 50 feet from the intersection? Yes

B. A point on the highway 400 feet from the intersection? Yes

16. Will vision of signal devices (including crossbucks) to be installed at the crossing be obstructed from the view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? No. If yes, please explain by what and at what points it is (to be) obstructed:

17. List type(s) of protection to be installed:

A. Protection type None (Use existing)

1. Who will perfrom the installation? N/A

2. Who will pay for said installation?

Name of Party	Percent of Cost
N/A	

3. Who will perform the maintenance? N/A

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
N/A	

B. Protection type N/A

1. Who will perform the installation? N/A

2. Who will pay for said installation?

Name of Party	Percent of Cost
N/A	

3. Who will perform the maintenance? N/A

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
N/A	

C. Protection type N/A

1. Who will perform the installation? N/A

2. Who will pay for said installation?

Name of Party	Percent of Cost
N/A	

3. Who will perform the maintenance? N/A

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
N/A	

18. Who will construct the crossing?

A. Oregon State Highway Division

B.

19. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

20. Who will maintain the crossing?

A. Between the rails and for a distance two feet outside thereof

Southern Pacific Transportation Company

B. Remainder of crossing area Oregon State Highway Division

21. Who will pay for said maintenance?

A: Between the rails and for a distance two feet outside thereof Southern Pacific Transportation Company

B. Remainder of crossing area Oregon State Highway Division

22. Other items of construction and cost distribution:

23. Are the maps and drawings required by OAR 43-045 attached to this application? Yes (See Drawing No. 9B-10-25 for details)

24. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

None

25. Upon completion of this project, will it be possible to close any existing crossings in the area? No

If yes, list and explain.

If no, explain why not.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 14th day of July, 1973.

x AE Johnson
(Applicant)

(Attorney)

I, A.E. Johnson, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

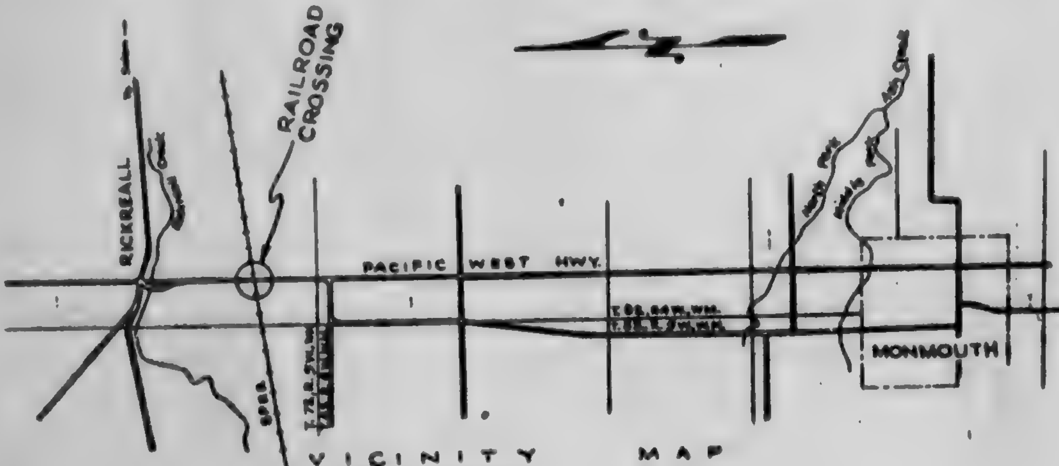
x AE Johnson

STATE OF OREGON }
County of } ss.

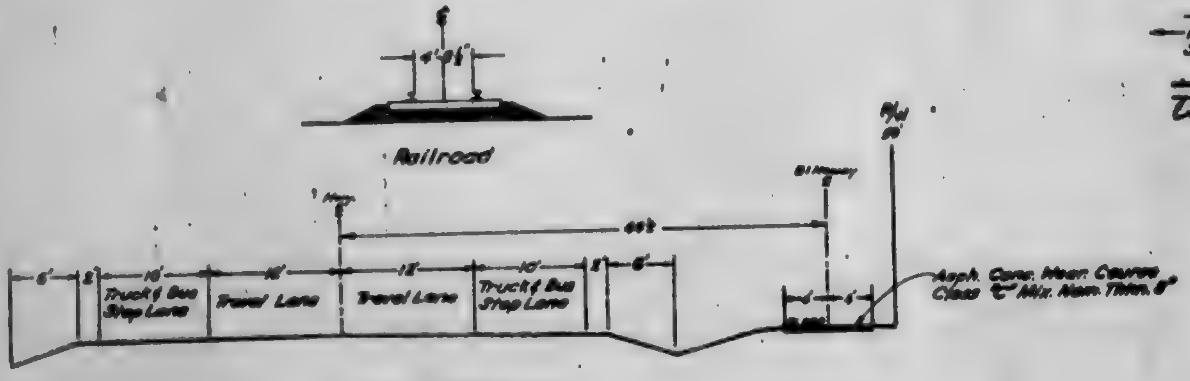
Subscribed and sworn to before me this 14th day of July, 1973.

(Notary Public for Oregon)

My Commission Expires: 12-18-76


RAILROAD CROSSING
RICKREALL
PACIFIC WEST HWY.
MONMOUTH
SPRR

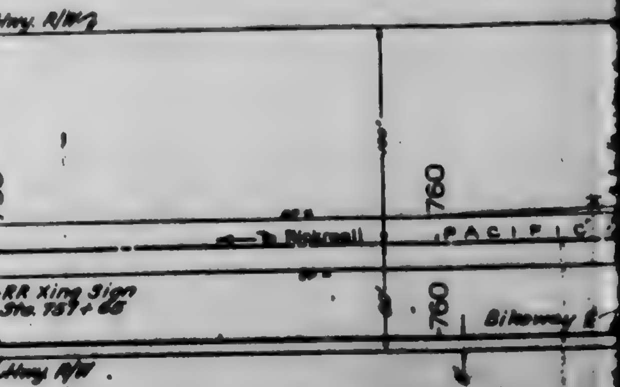
VICINITY MAP
Scale: 1"=4000'

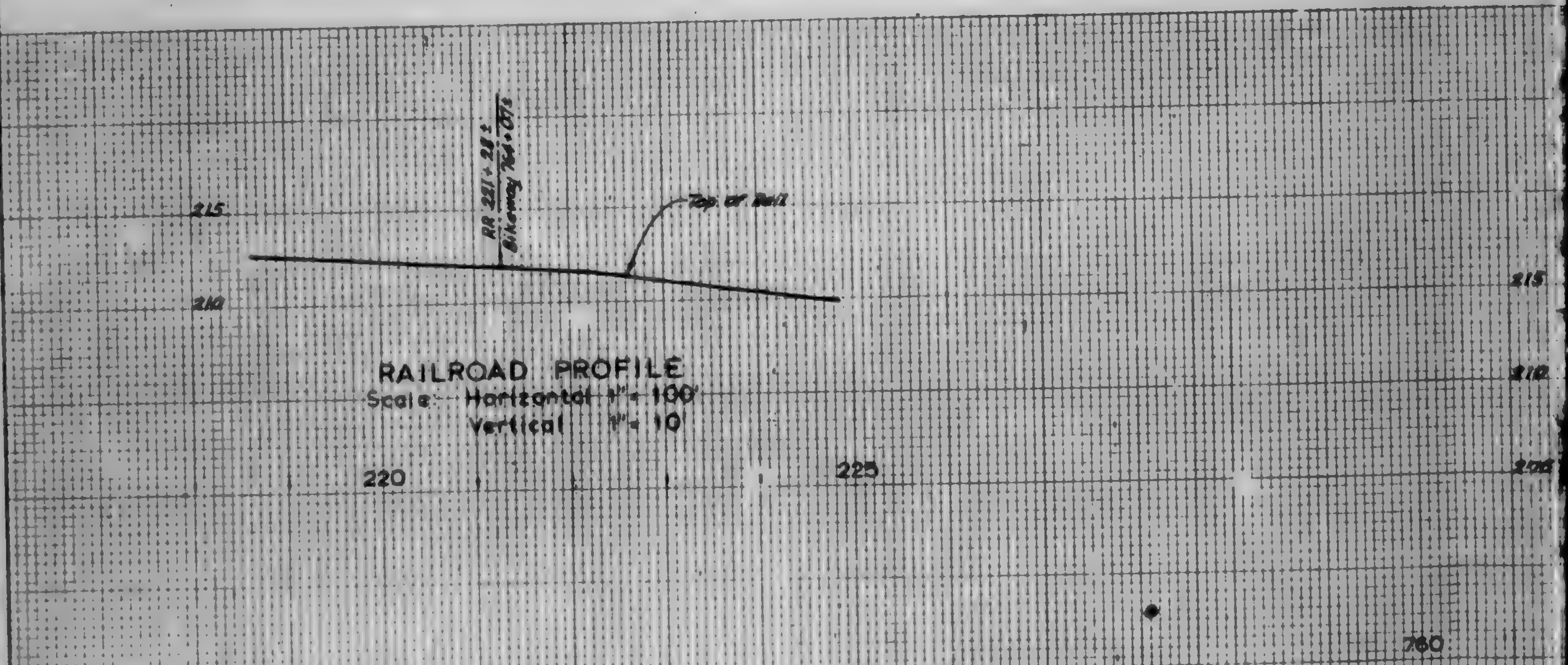

℄
4'-8½"
Hwy. ℄
Bikeway ℄
R/W
6'
2'
10'
12'
12'
10'
2'
6'
Truck & Bus Stop Lane
Travel Lane
Travel Lane
Truck & Bus Stop Lane
Asph. Conc. Wear. Course Class "C" Mix. Nom. Thkn. 2"

Railroad

Highway & Bikeway

TYPICAL SECTIONS

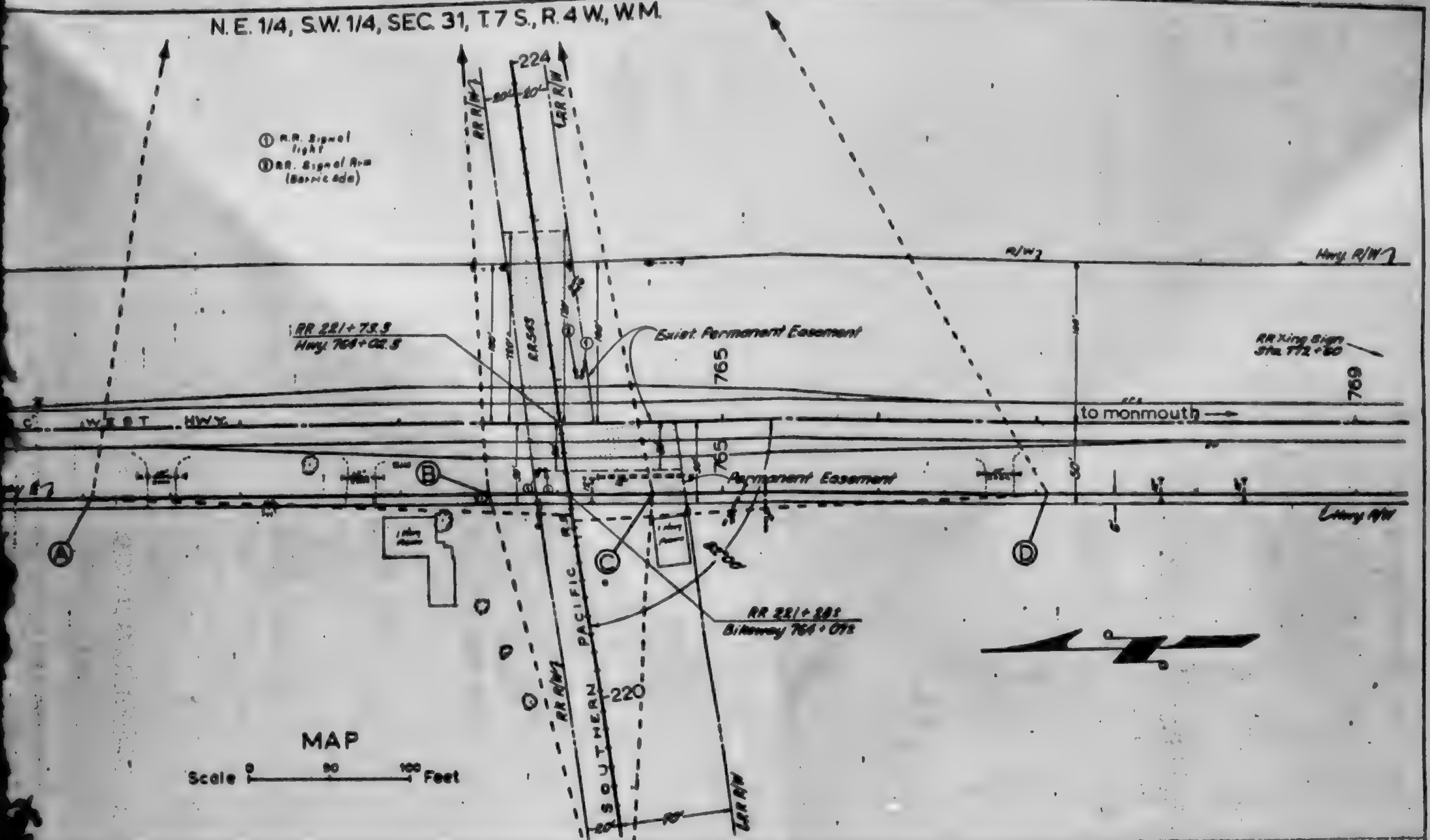

Hwy. R/W
758
760
760
To Rickreall
PACIFIC
RR Xing Sign Sta. 757+66
Bikeway ℄
℄ Hwy. R/W



RAILROAD PROFILE
Scale: Horizontal 1"=100'
Vertical 1"=10'

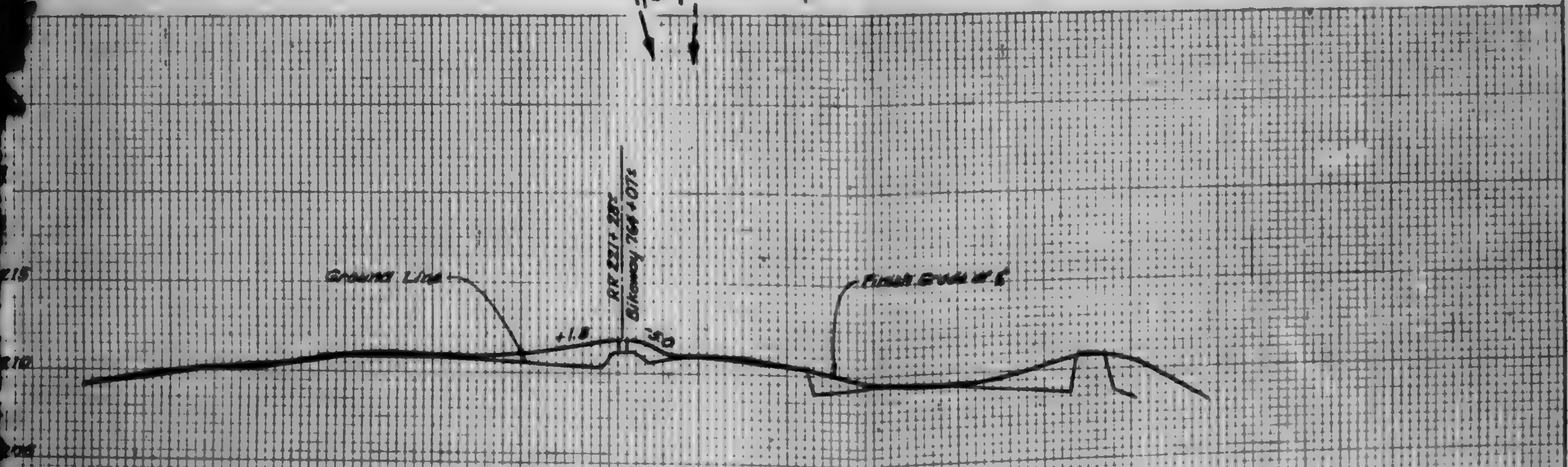
SIGHTING TABLE

POINT	Distance along Bikeway from crossing to Point		Greatest distance from crossing R.R. engine can be at sighting	
	NORTHERLY	SOUTHERLY	WESTERLY	EASTERLY
A	200		15'	2500 F.
B	50		350'	2500
C		50	250'	2500
D		200	15'	2500


N. E. 1/4, S.W. 1/4, SEC. 31, T. 7 S., R. 4 W., W.M.
224
RR R/W
20'
RR R/W
① R.R. Signal light
① R.R. Signal Arm (Barricade)
RR 221+73.3
Hwy. 764+02.5
R.R. 54.5
Exist. Permanent Easement
765
Hwy. R/W
RR Xing Sign Sta. 772+50
769
W E S T HWY.
to monmouth
Ⓐ
Ⓑ
Ⓒ
Ⓓ
Permanent Easement
Hwy. R/W
RR 221+28±
Bikeway 764+07±
SOUTHERN PACIFIC
RR R/W
220
RR R/W
10'
20'

MAP

Scale 0 50 100 Feet



BIKEWAY PROFILE

Scale Horizontal 1" = 50'
Vertical 1" = 5'

765

OREGON STATE HIGHWAY DIVISION
P.U.C. MAP & PROFILE
BIKEWAY CROSSING OF S.P.T. CO. RAILROAD
RICKREALL-MONMOUTH BIKEWAY
PACIFIC HIGHWAY WEST
POLK COUNTY
SCALE: AS NOTED FILE NO. 47777 MAY 1973
DRG. NO. 9B-10-25

9B-10-25

7926

5

September 17, 1973

Salem Road and Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7926 for work on the Rickreall-Monmouth Bikeway Project of the Pacific Highway West in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn
Encl.

cc St. Paul Fire and Marine Insurance Co.
700 N.E. Multnomah
Portland, Oregon 97232

C. T. Keasey
Walt Hart
L. H. Young Attn: Vince Gallagher
C. O. Fredrickson
Richard Nelson

7926

3

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 10, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Easement Agreement
Rickreall-Monmouth (Bikeway) Section
Pacific Highway West
Polk County
R/W File: 47777
Your File: 911673 A/315

Dear Sir:

In reviewing the easement counterparts you submitted on August 1, for the construction of the Rickreall-Monmouth Bikeway adjacent to Pacific Highway West in Polk County at Gerlinger Crossing, we find that Section 7 of this easement states, "Grantee shall bear the entire expense of constructing and maintaining said bikeway and agrees to reimburse railroad for all costs and expense incurred by the railroad in connection therewith", is not in conformance with our standard procedure for grade crossing maintenance.

In conformance with our telephone conversation of August 10, I am returning both copies of this easement so that Section 7 can be changed to agree with the PUC Application wording which states in Section 20, "Who will Maintain the Crossing? A. Between the rails and for a Distance 2 feet outside thereof: Southern Pacific Transportation Company. Section 21, Who will pay for said Maintenance? A. Between the rails and for a Distance 2 feet outside thereof: Southern Pacific Transportation Company."

NOTED
H.S. COULTER

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

If you will please amend Section 7 to agree with the PUC Application and return the easements to me as soon as possible, I will submit them to the Oregon Transportation Commission for final approval.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Southern Pacific - San Francisco

bc: H. S. Coulter
Walt Barrie
Jack Sollis
J. H. Versteeg
J. B. Boyd
V. E. Skoog

7926

5

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

1859

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

June 29, 1973

cc's sent July 2, 1973

~~E. S. Hunter~~
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
C. O. Fredrickson (2)
J. F. Putnam (2)

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed its review of preliminary plans for Rickreall-Monmouth Highway and Ochoco Creek (Prineville) bikeways. We anticipate no adverse impacts to fish and wildlife resources from these projects providing fish passage is not impeded and appropriate measures are taken to minimize turbidities resulting from construction activities.

If we may be of further assistance, please call us.

Sincerely,

Rollie F. Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

RECEIVED
JUL 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 2 - 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Received Copy
Do not File
Return to
Bring up
Other

NOTED
S. HUNTER

7926

Burt —

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

JUN - 1 1973
RECEIVED
FISH COMMISSION
✓ Director
Asst. Director
Fiscal Officer
Exec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
✓ Water Res. Carnegie
Info-Ed.

Surname

~~May 31, 1973~~
6-4-73

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

cc: E.S. Hunter
L. H. Young
W.J. Hart(2)
W.H. Tebeau
C.G. Swenson
F.E. Terpin(2)
C.O. Fredrickson(2)
J. F. Putnam (2)

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following projects scheduled for contract letting June 28, 1973.

1. Rickreall-Monmouth Bikeway
   Pacific Highway West
   Polk County

2. Ochoco Creek (Prineville) Bikeway
   City Street
   Crook County

RECEIVED
JUN 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

J H Versteeg
J. H. Versteeg
Road Design Engineer

NOTED
E. S. HUNTER

SNR 6-4-73

Encl.

Dear Mr. Versteeg,
We anticipate no fishery conflicts provided water quality standards are maintained during construction period.
Burt Carnegie

7926

5

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 31, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Proposed Permanent Easement
Bikeway Crossing of SPTC
Rickreall-Monmouth Bikeway
Pacific Highway West
Polk County

Dear Sir:

Enclosed are two copies of the PUC map and profile on the above project, which show the existing easement to the Oregon State Highway Commission from the Southern Pacific Transportation Company. Also shown is a requested addition to this easement wihch amounts to an additional 20 feet on the westerly side of the existing easement to allow the construction of the Rickreall-Monmouth Bikeway.

It is anticipated that we will call for bids to be received on this project on June 28, 1973. The special provisions for the project will require that the contractor stay off of the Railroad right of way until the easement is received by the Oregon State Highway Commission. As with any project, Railroad Protective Insurance will be required to be furnished by the contractor.

If you have any comments regarding this project or desire any additional information, please contact me.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
H.S. COULTER

RECEIVED
MAY 31 1973
Office of
Assistant State Highway Engineer

JEC:jly
Enc.

cc: Southern Pacific - San Francisco w/2 mps.

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
J. B. Boyd
C. T. Keasey
C. O. Frederickson
J. W. Valentine

7926

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 31, 1973

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following projects scheduled for contract letting June 28, 1973.

1. Rickreall-Monmouth Bikeway
   Pacific Highway West
   Polk County

2. Ochoco Creek (Prineville) Bikeway
   City Street
   Crook County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:
ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

NOTED
E. S. HUNTER

Encl.
cc: E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
C. O. Fredrickson (2)
J. F. Putnam (2)

RECEIVED
JUN 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7926

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 31, 1973

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Attention: James Lauman

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1973, here are preliminary plans for the following project scheduled for contract letting June 28, 1973.

1. Rickreall-Monmouth Bikeway
   Pacific Highway West
   Polk County

2. Ochoco Creek (Prineville) Bikeway
   City Street
   Crook County

Your special attention and recommendation will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:
ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Encl.

cc: E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
C. O. Fredrickson (2)
J. F. Putnam (2)

NOTED
E. S. HUNTER

RECEIVED
JUN 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7926

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 22, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
June 21 Bid Letting

Bids will be taken June 21 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project:

1. Rice Hill-North Oakland Junction Section
   Pacific Highway, Douglas County
   Grade, Pave and Sign Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

   The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

2. McKenzie River-Sutherlin Section
   Pacific Highway, Lane and Douglas Counties
   Grade, Pave, Guardrail and Concrete Barrier Safety Project

   Same as No. 1.

3. Baldock Safety Rest Area
   Pacific Highway, Clackamas County
   Utility Improvement Project

   Footpaths or bicycle trails are not incorporated

in this project as no new highway construction, reconstruction or relocation is involved.

4. Arlington-Idaho Line Section
Columbia River and Old Oregon Trail Highways, Five Counties
Grade, Pave, Guardrail and Concrete Barrier Safety Project

Same as No. 1.

5. Seventh Avenue-Willamette River Section
Eugene-Springfield Highway, Lane County
Roadside Improvement Project

Same as No. 3.

6. Multnomah Falls-John Day River Section
Columbia River Highway, Four Counties
Grade, Pave, Guardrail and Concrete Barrier Safety Project

Same as No. 1.

7. S. Fork Malheur River-Malheur Caves Road Section
Steens Highway, Harney County
Grade and Pave Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. 4th Street at Bartlett Street (Medford) Section
City Street, Jackson County
Signal Project

Same as No. 3.

9. 4th Street-5th Street (Grants Pass) Section
Bridge Street, Josephine County
Grade and Pave Project

Sidewalks will be constructed as part of this project. By City ordinance, bicycles may be

ridden on sidewalks outside of the downtown core area.

10. West City Limits-Mason Street (Sheridan) Section
FAS 907, Yamhill County
Grade, Pave and RR Signal Project

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 3(a), which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one percent equals $250 or less."

11. Ruggles Road-Liberty Road Section
FAS 669, Sherman County
Grade and Pave Project

Same as No. 7.

12. 2nd Street-South Railroad Boulevard (Redmond) Section
FAS 926, Deschutes County
Grade, Pave and RR Signal Project

Footpaths and bike trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(c), which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails."

Sidewalks are planned for this street by the City at a later date.

13. Left Hand and Parrish Creek Bridges
FAS 318, Wheeler County
Structure Project

Same as No. 7.

14. Grande Ronde River (Stanley Lane) Bridge Section
FAS 31-114, Union County
Structure Project

Same as No. 7.

15. Grande Ronde River (Hull Lane) Bridge Section
FAS 31-112, Union County
Structure Project

Same as No. 7.

16. Campbell Bridge-Beaverton Section
Farmington Highway, Washington County
Paving and Bikeway Project

A bikeway will be provided from S. W. 209th to Beaverton along this highway. The remaining section does not include a footpath or bicycle trail as the cost of establishment would be excessively disproportionate to need or probable use.

17. Modoc Point (Units "C" and "D") Section
The Dalles-California Highway, Klamath County
Grade and Pave Project

Same as No. 7.

18. Mt. Vernon (Ingle Street and Riverside Street) Section
Grant County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Due to the anticipated lack of use and the short length of this project, the construction of footpaths and bike trails would not be practical.

19. Garden Valley Road at BLM Access (Roseburg) Section
FAS 800, Douglas County
Traffic Signal Project

Same as No. 3.

20. Duniway Park-Barbur Boulevard (Portland) Bikeway Section
S. W. Terwilliger Boulevard, Multnomah County
Grade, Pave and Structure Project

This is the first unit of a fully separated bikeway constructed through a lineal park which parallels S. W. Terwilliger Boulevard.

21. Walker Avenue-Tolman Creek Road (Ashland) Bikeway Section
Rogue Valley Highway, Jackson County
Grade and Pave Project

This project provides a fully separated bikeway from the Southern Oregon College area to Bellview Elementary School along Siskiyou Boulevard.

22. Rickreall-Monmouth Bikeway
Pacific Highway West, Polk County
Grade, Pave and Structure Project

This project provides for a separated bikeway from the City of Monmouth to Rickreall Junction.

These items will be on the agenda for the May 29 meeting and your approval is recommended.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Gary Sund

JDM:jp ja

7926

5

OREGON STATE
HIGHWAY DIVISION
UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 30, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Vicinity Map
Rickreall-Monmouth Bikeway
Pacific Highway West
Polk County

Dear Sir:

Enclosed are two copies of a print of the vicinity map for the proposed bikeway crossing of Southern Pacific's tracks at the Gerlinger Crossing. Please review these and advise me of any comments you might have. At this time, no date has been set for the opening of bids for the construction of this proposed bikeway.

As further information is developed, it will be forwarded to you for your information and review. At the appropriate time, we will make the necessary PUC Application for the order to cover this bikeway crossing.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Southern Pacific - San Francisco w/2 maps

bc: ~~H.~~ S. Coulter
L. H. Young
F. L. Hall
C. O. Frederickson
J. W. Valentine

NOTED
H.S. COULTER

RECEIVED
MAY 1 1973
Office of
Assistant State Highway Engineer

7926

5

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

.. INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 17, 1973

To: Mr. E. S. Hunter
Asst. State Highway Engineer

BUILDING

SUBJECT: Bicycle-Pedestrian Facility
Rickreall-Monmouth Section
Pacific Hwy. West (ORE 99W)
Polk County

Herewith are two suggested letters covering subject matter in the City of Monmouth and Polk County, Oregon.

The project is scheduled for this fiscal year and is currently estimated to cost approximately $200,000.

The agreements call for State to construct the facility in its entirety, with maintenance within Monmouth to be assumed at sole cost to City.

Please review and if you concur refer to Location Section for the necessary exhibit maps, approval, and their return to this office for processing.

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:ljt
Att.

4-18-73
original & attachments
to V. D. Wolfe

4-18-73
OK
ESH

RECEIVED
APR 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7926

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 19, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval
Three Bikeway Projects

The following bikeway projects which are tentatively scheduled for the June letting are presented for your consideration.

1. Duniway Park-Tryon Cr. State Park (Portland) Bikeway, SW Terwilliger Blvd., Multnomah County, G-P, Str.	$350,000
2. Rickreall-Monmouth Bikeway, Pacific Highway West, Polk County, G-P- Str.	200,000
3. Walker Ave.-Tolman Cr. Rd. (Ashland) Bikeway, Rogue Valley Hwy., Jackson Co., G-P	31,200
Subtotal	$581,200
Contingency	3,800
Total	$585,000

I recommend these bikeway projects be constructed with State funds at an estimated cost of $585,000, and request your authorization to include them in our current State Construction program.

This matter will be on the agenda for your consideration at the April 17 meeting.

cc: C. W. Head
A. E. Johnson
G. M. Baldwin
E. S. Hunter
H. S. Coulter
V. D. Wolfe
L. H. Young
V. E. Skoog

J. D. McClure
Gary Ross
Gary Sund

BLG:dg dpy

7926

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 5, 1973

To: Mr. C. O. Fredrickson
Region Engineer

SUBJECT: Rickreall-Monmouth Bikeway
Pacific Highway West
Polk County

We would like to construct an experimental one-half mile test section on subject bikeway. Zel Chemical Company in Portland has offered to supply a chemical soil base stabilizer entitled "Reynolds Road Packer" for this test section.

We would suggest that the proposed test section consist of 2,000 feet using the chemical soil treated base, two-inch Class "C" wearing surface and a 500-foot section with no base stabilization with two-inch Class "C" wearing surface directly on the compacted subgrade, the remainder of the project to be surfaced with our standard section consisting of four inches of base rock and two inches of Class "C" AC surfacing.

The test section should be established in an area where the subgrade material would have the same consistency throughout. Contact then should be made with John Jenkins, supplying him with a representative sample of the subgrade so he will be able to run tests on this chemical with the native ground.

After the test section is established and our lab tests are complete, you should contact Mr. Dick Gearhart of the Zel Chemical Company, telephone 639-2131. Attached are several copies of the "Reynolds Road Packer" brochure.

Would you check this out and see if such an experiment could be accomplished on this section of bikeway.

NOTED
E. S. HUNTER

Victor D. Wolfe
Location Engineer

Attachments

VDW:mc

cc E. S. Hunter
J. D. McClure

RECEIVED
MAR 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 10 1972

~~FOR FILING~~

7926

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

October 6, 1972

SUBJECT: Bicycle Path
Rickreall-Monmouth

To: J. D. McClure
Bicycle Route Engineer

My Reconnaissance people have worked up an estimate for the construction of the subject bicycle facility physically separated from the highway and constructed close to the westerly right of way line of Highway 99W.

Dick Gearhart of the Zel Chemical Company, Portland, phone 639-2131, has been discussing with Ed Hunter chemical treatment of soils which he believes might be the answer to surfacing of bicycle paths. The literature he left with Mr. Hunter was forwarded to Jenkins at the lab.

Mr. Hunter is of the opinion that Zel Chemical Company might be willing to lay a test section of this type of treatment for our evaluation. I would suggest that you get with Jenkins for his reaction and if the idea seems feasible, work out some type of project where this application might be tried. It might be feasible to do the grading with maintenance forces.

In any event, let's get a project put together on this segment of the highway system.

NOTED
E. S. HUNTER

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter ✓
J. B. Boyd
R. N. Bothman

RECEIVED
OCT 6 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6

RECEIVED
NOV 3 - 1972
FOR FILING

Po[illegible] County Board of Commiss[illegible]rs
Room 12
County Court House
DALLAS, OREGON 97338

Telephone 623-8171
Extension 44

CLIFFORD R. JONES
Chairman
CLINTON FORBES
Commissioner
H. B. HILDEBRAND
Commissioner

7926

October 4, 1972

RECEIVED
COUNTY & CITY SECTION
OCT 6 - 1972
☑ ☑ ☐ OE ☐
☐ UPE ☐ CE ☐ RE ☐ ☐

Oregon State Highway Division
State Highway Building
Salem, Oregon

Attention City-County Division

Herewith is statement of expenditures on bicycle path construction on County Road Old Hwy 99 North of Monmouth for period January 1, 1972 to July 1, 1972.

Labor	$1504.72
Materials	968.51
Equipment	775.90
Overhead	677.12
Total	$3926.25

BOARD OF COMMISSIONERS

Clinton D. Forbes
Clinton D. Forbes, Chairman

NOTED
E. S. HUNTER

COPIES TO: F. B. Klaboe
E. S. Hunter
Victor Wolfe

RECEIVED
OCT 3 1 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7927 Richland (3rd Street) Sec. in the 1973
City of Richland
(Grading and paving)

CVA 4638 1-26-73

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF RICHLAND
CITY HALL
RICHLAND, OREGON 97870

Attention of Mrs. Elsie Blank, Recorder

Request No. (assigned by staff engineer or head of division) cc 1444

Date September 5, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on 3rd Street

Contract No. 7927

Covered by agreement dated January 24, 1973.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit by City		5,000.00
		As per attached statements:		
		Final Cost	26,701.00	
		State's agreed share	25,000.00	
		City's agreed share		1,701.00
		REFUND DUE CITY		$3,299.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 5,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

301-1432-295	$ 88,93
301-1704-295	1,612.07

Submitted by: James O. Butler
James O. Butler, County/City Unit

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

Date September 5, 1974

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1973

Contract # 7927 Prefix 301-1704 Survey Prefix 301-1432

Street 3rd Street

City Richland

Payments to Contractor (see attached voucher)		$ 23,609.93
Engineering and Contingencies		3,002.14
* Survey: Total $ 1,468.27 Prorated Share	$\frac{1,468.12 \times 1,612.07}{26,612.07}$	88.93
	TOTAL	26,701.00
	Agreed State Share	25,000.00
	Agreed City Share	1,701.00
	City Advance Deposit	5,000.00
	REFUND DUE CITY	3,299.00

Reference: Outside Billing cc 1444

*Project cost exceeding $25,000

$26,612.07
-25,000.00
$ 1,612.07

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON 97310

PAYEE

Baker Redi-Mix Inc.
P. O. Box 825
Baker, Oregon 97814

REMITTANCE ADVICE
ENCLOSED CHECK PAYS
CLAIM DETAILED BELOW.

			$
Contract 7927	Est. 3 Final	Principal	1,180.30
		Interest	3.93
			1,184.23

sg

04576

A-53 (REV. 10-72)

ACKNOWLEDGEMENT OF RECEIPT OF CHECK
IS NOT REQUIRED

SP*53898-734

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY BAKER	CONTRACT NO. 7927	ESTIMATE NO. 5	PREFIX NO'S.
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION RICHLAND (3RD ST)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	9N GENERAL EXCAVATION	LUMP SUM	4000,0000	100,000	4000,00	4000,00
002	9N 1"-0 AGGREGATE BASE, 11 INCHES THICK	SQ YDS	3,0000	3,026,000	9078,00	9078,00
003	9N CLASS C ASPHALT CONCRETE,3 INCHES THICK	SQ YDS	3,5000	3,008,000	10528,00	10528,00

DATE 11 21 73 PG. 01 7927	TOTAL CONTRACT ITEMS	23606,00	23606,00
PREVIOUS VOUCHER NO. 18330	% RETAINED ON CONTRACT ITEMS		1,180.30
CHECKED BY: CP/jr	FORCE ACCOUNT		
ENGINEER OR AUDITOR John R. Hagedorn	TOTAL PAYMENTS	23,606.00	22,425.70

CONTRACT NO. 7927	ESTIMATE NO. 3	PREFIX NO'S.
FEDERAL AID PROJECT NO.		

UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
400,0000	100,000	4000,00	4000,00	
3,0000	3,026,000	9078,00	9078,00	
3,5000	3,008,000	10528,00	10528,00	
TOTAL CONTRACT ITEMS		23606,00	23606,00	
% RETAINED ON CONTRACT ITEMS			1,180.30	1,180.30
FORCE ACCOUNT				
TOTAL PAYMENTS		23,606.00	22,425.70	1,180.30

December 26, 1973

Mrs. Elsie Blank
City Recorder
P. O. Box 272
Richland, Oregon 97870

Dear Mrs. Blank:

We are in receipt of your correspondence of December 21, 1973, regarding the 3rd Street improvement. We are pleased that the project meets with your approval.

Concerning the adjustment of manholes, the plans indicate and the agreement states that all sewer lines and facilities shall be relocated or reconstructed by the City, without cost to the State. The City is therefore responsible for paying the bill for $100.00 presented by Baker Redi-Mix.

The $1,180.30 is the amount retained by the State until project completion. Payment in the amount of $1,180.30 was made to Baker Redi-Mix on December 10, 1973.

Enclosed for your records is the receipt in the amount of $100.00 from Baker Redi-Mix.

If we can be of further assistance concerning the above please contact this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary

Gary E. Zehner
Cities Engineer

GEZ:ljt
Encl.

cc: W. E. Schwartz

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

SCA

RECEIVED
COUNTY & CITY SECTION
DEC 24 1973
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Richland, Oregon
Dec. 21, 1973.

Oregon State Highway Division
Highway Building
Salem, Oregon 97310.

Dear Mr. Zehner:-

Received your letter today, stating that we were not eligible for 2nd. St; paving in 1974. We would liked very much to have had it done, but are happy to have 3rd St so well done, it is a beautiful street. We also wanted to know if the $100.00 bill sent us from Baker Redi Mix, for raising 2 manhole covers, (and we paid). was for us to pay? or shouldn't it have been paid from our $5,000 portion? The report from Redi Mix also states there was a balance of $1180.30. does this automatically stay in State funds? We are not complaining at all, Just like it clarified. We have our portion put aside for 2nd St paving Anytime we are eligible. Thanks so much.

(T) 12-10-73

Respectfully
Elsie Blank, Recorder
Box 272, Richland Ore
97870.

Tot. $23,606

Including statement from Redi mix, would you please return it?

cc: WE Schwartz

BAKER REDI-MIX, INC.
P. O. BOX 825

City of Richland
Richland, Oregon

DATE	DESCRIPTION	CHARGES	√	CREDITS	BALANCE
	PREVIOUS BALANCE				
10/10	#2486	100.00			100.00

Pd Nov 13 - 1973
Check - 615 - U.S. Nat'l

2% CASH DISCOUNT IF PAID
BY THE 10th OF THE MONTH
FOLLOWING PURCHASE.

Adjust 2 Manholes
on 3rd St -

Cost for items for Bid
from Baker Redi-mix
for street
for estimated Const.
Returned

Please return -

7927

s

November 27, 1973

Safeco Ins. Co.
500 S.W. 1st Ave.
Portland, Oregon 97201

Gentlemen:

On November 26 we wrote to you concerning release of final payment on Contract 7927 awarded to Baker Redi-Mix, Inc., for work on 3rd Street in Richland in Baker County.

Final payment on this contract is $1,180.30 and the total contract amount is $23,606.00. No work was performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

[redacted]

cc Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7927 5

November 23, 1973

TO Oregon Transportation Commission

FROM
F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7927, Work Completed October 11, 1973

Project Richland (3rd St.)

Highway City Street, County Baker

Type of Work Grading and Paving

Contractor Baker Redi-Mix, Inc.

Recommended Acceptance Date November 22, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 19, 1973 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Kenney
W. J. Hart

VG:js

7927

5

October 22, 1973

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7927 for work
on Third Street in the City
of Richland in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure
cc Safeco Insurance Company of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
J. R. Hagedorn

7927

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Richland (3rd. St.)	WEEK ENDING: October 20, 1973	Report #4
	SECTION PREFIX 301-1704	
HIGHWAY City Street	COUNTY Baker	
NAME OF JOB Richland (3rd. St.)	KIND OF WORK Grading & Paving	
CONTRACTOR Baker Redi-Mix, Inc.	CONTRACT NUMBER 7927	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT August 29, 1973	DATE WORK STARTED September 24, 1973	ESTIMATED COMPLETION DATE Completed October 11, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS Work SPECIFIED CALENDAR/ DAYS 60	WORK DAYS USED work CALENDAR DAYS USED 25 (CORR)
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 42
PROJECT AUTHORIZATION: $ 29,472.30		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 26,898.30	ENGINEERING AUTHORIZATION $ 2,574.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 23,606.00	ENGINEERING COST TO DATE $ 2,488.57	DATE PROJECT WAS COMPLETED: October 11, 1973
ESTIMATED PERCENT: UNDERRUN 12 %	PERCENT OF AUTHORIZATION 97 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		AC Paving
		100	100				100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	3,310 Sq. Yds.			3,340 Sq. Yds.
TOTAL QUANTITIES CORRECTED TO DATE	100%	3,026 Sq. Yds.			3,008 Sq. Yds.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	3,026 Sq. Yds.			3,008 Sq. Yds.
AVERAGE DAILY QUANTITIES This Week	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Pt. fair			
MONDAY	Fair			RECEIVED
TUESDAY	Fair			
WEDNESDAY	Fair			CONSTRUCTION
THURSDAY	Fair			
FRIDAY	Pt. fair			
SATURDAY	Cloudy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity all week-Project completed October 11, 1973.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

A final inspection of the project was made Monday, October 15, by Dale Allen, Asst. Regional Engineer, J. R. Hagedorn, Res. Engr. & Gene Salter, OSHD, and project accepted.

Work on semi-final estimate is progressing.

SIGNED M.B. Smith, Asst. Res. Engr. LOCATION La Grande
J. R. Hagedorn

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP 16

7927

August 30, 1973

Baker Redi-Mix, Inc.
P. O. Box 823
Baker, Oregon 97814

Gentlemen:

The Oregon Transportation Commission on August 29, 1973, accepted your proposal for work on 3rd Street in the City of Richland in Baker County for the sum of $33,620 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Richland is received, and $5,000 is deposited by the City.

Later that same day these conditions were fulfilled and the Administrator of Highways on August 29 awarded you the project, which has been assigned Contract No. 7927.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
J. R. Hagedorn
William Geibel (SAIF)

August 28, 1973

Mrs. Elsie Blank
City Recorder
P. O. Box 272
Richland, Oregon 97870

Dear Mrs. Blank:

We wish to acknowledge receipt of the City of Richland's check #247 in the amount of $5,000, as payment on the 1973 Special City Allotment project on 3rd Street between Main and Vine Streets.

The project is now clear for award to the apparent low bidder of Baker Redi-Mix Inc.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary
Gary Zehner
Cities Engineer

GEZ:ljt

bc: L. H. Young
C. T. Kenney
V. E. Skoog (Attn: J. Herr)
W. E. Schwartz, Region 5

Check #247 rec'd 8/28/73

By C C Haws

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ TPE ☒ CE ☑ RE ☒ RPE ☐

cc: R. L. Schroeder
L. H. Young
C. T. Keasey
V. E. Skoog (Attn: J. Herr)
W. E. Schwartz, Region 5

August 24, 1973

Mrs. Elsie Blank
City Recorder
P. O. Box 272
Richland, Oregon 97870

Dear Mrs. Blank:

On August 23, 1973, bids were opened on the 1973 Special City Allotment project on 3rd Street. The apparent low bid was submitted by Baker Redi-mix Inc., of Baker.

The anticipated cost is as follows:

Contractor's bid	$25,620.00
Anticipated additional item:	
Flagging (State share)	120.00
	$25,740.00
Engineering & Contingencies (14½%)	3,732.30
	$29,472.30
City's estimated share of preliminary engineering	225.00
TOTAL	$29,697.30

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $5,000 made payable to the Oregon State Highway Division.

Very truly yours,

H. S. Cox
County and City Engineer

by Gary

Gary E. Zehner
Cities Engineer

GEZ:ljt

☑ ENGR. ☑ ASST. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

RICHLAND (3RD STREET) SECTION

CITY STREET

BAKER COUNTY

State Project
0.15 miles Grading and Paving

Bids Received August 23, 1973

1. General Excavation	All Specified		$ 3,500.00
2. 1" - 0 Aggregate Base, 11-inches Thick	3,310 sq.yds.	3.18	10,525.80
3. Class "C" Asphalt Concrete, 3-inches Thick	3,340 sq.yds.	3.40	11,356.00
	For Comparison of Bids		$ 25,381.80

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 25,381.80	25,620.00
Anticipated Additional Items:		
Flagging (State Share)	120.00	120.06
	$ 25,501.80	25,740.00
Contingencies (4-1/2%)	1,147.58	14½ = 3,733.
Engineering (10%)	2,550.18	29,473.00
		225
Estimated Net Authorization, Constr.	$ 29,199.56	$ 29,698.00
		Adv. Dep. — $ 5,000

City P.E. = $1500 \times \frac{4473}{29473} = 225$

892-3236 =

8-24-73
called City - ok
they have $5,000

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: #27
BAKER COUNTY
RICHLAND (3RD ST.) SEC. - CITY OF RICHLAND
Baker Redimix Inc. Baker

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: AUGUST 23, 1973

PAGE 1

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. General Excavation	1	4000		
3,310	S.Y. 1" - 0 Aggregate Base, 11-inches Thick	2	3		
3,340	S.Y. Cl. "C" Asphalt Concrete, 3-inches Thick	3	3^{50}		
			25,620		

S-1370 4/73

BOND WITH SAFECO

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SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #27
BAKER COUNTY
RICHLAND (3RD ST.) SEC. - CITY OF RICHLAND

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: AUGUST 23, 1973

PAGE 1

Baker Ready Mix Inc

QUANTITY	DESCRIPTION $25,381^{80}$	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. General Excavation	1	4000		
3,310	S.Y. 1" - 0 Aggregate Base, 11-inches Thick	2	3		
3,340	S.Y. Cl. "C" Asphalt Concrete, 3-inches Thick	3	3^{50}		
			$25,620^{00}$		

S-1370 4/73

BOND WITH SAFECO

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PRINTED IN U.S.A.

June 12, 1973

Mrs. Elsie Blank
City Recorder
P.O. Box 272
Richland, Oregon 97870

RE: 1973 Special City Allotment Project
Richland-3rd Street

Dear Mrs. Blank:

As requested in your letter of June 7, 1973, the subject project will be readvertised. We will schedule this project for our July 26, 1973, bid opening. A copy of this letter to the respective sections of the Highway Division will inform them of the City's wish so they can proceed in accord therewith.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:lat

bc: R. L. Schroeder
C. W. Head
L. H. Young
C. T. Keasey
W. E. Schwartz

☐ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ PPE ☐

dca

Richland, Ore
June 7-1973

Oregon State Hwy Div:
Hwy Building
Salem. Ore 97310.

Dear Sirs: In reply to your letter of June 5 to H.C. McCurdy (Mayor). Regarding City of Richland Ore asking that the project of paving streets be readvertised if we wished to, At City Council Special meeting May 25 it was voted if possible to have bids readvertised. As we would like very much to have streets done. Thanks so much. Sincerely

Elsie Blank, Recorder
Bx 272 - Richland Ore 97870

Mr McCurdy told the council at the special meeting, that the bid was not accepted. (May 25)

RECEIVED
COUNTY & CITY SECTION
JUN 11 1973
☑ ENGR. ☑ COOR. ☐ JE ☐ LC ☑ OE
☑ OPE ☑ CE ☐ RE ☐ DPE ☐

cc: R.L. Schroeder
C.W. Head
L.H. Young
C.T. Keasey
W.E. Schwartz

7927

5

bc: R. L. Schroeder
C. W. Head
L. H. Young
C. T. Keasey
W. E. Schwartz, Region 5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 5, 1973

Hon. H. C. McCurdy
Mayor
P. O. Box 272
Richland, Oregon 97870

Re: 1973 Special City Allotment Project
Richland, 3rd Street

Baker Redi Mix,
Inc.

Dear Mayor McCurdy:

Reference is made to our telephone conversation on May 24, 1973, during which you stated that the City wanted to reject the bid on the subject project.

The Highway Commission Secretary will inform the contractor that the Commission has rejected the bid.

If the City wants the project readvertised, please request this by letter as soon as possible.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner
Gary E. Zehner
Cities Engineer

GEZ:ljt

RECEIVED
JUN 5 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

7927

5

June 1, 1973

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

Gentlemen:

Yours was the only bid received on May 24 for work on Third Street in the City of Richland, Baker County.

The Highway Commission today considered and rejected your bid of $33,937.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc C. T. Rooney
L. H. Young Attn: Vince Gallagher
Walt Hart
W. E. Schwartz
L. V. Blickenstaff

5-24-73

PAGE: 1 of 1

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BIDDER TOTAL BID $	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $

PROJECT NUMBER
1 SCA #2

LOCATION
BAKER COUNTY
Richland (3rd St.) Section
Richland

25,381 80

OWNER
OREGON STATE HIGHWAY DEPARTMENT

DATE OF BID OPENING MAY 24, 1973

(3) LOW BIDDERS

Baker Redi-Mix Baker Inc.	— 523-4447	
NO.	NO.	NO.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. General Excavation	1	10,000	10,100	
3,310	S.Y. 1" - 0 Aggregate Base, 11-inches Thick	2	3 70	12,247	
3,340	S.Y. Class "C" Asph. Conc., 3-inches Thick	3	3 50	11,690	
			33,937		
	33.7%	OVER			

6-11-73

Called Baker Redi-mix talked with engr. that estimated job. He said he fouled up on items 1 & 2 and overbid approx. $7500 to $8,000. He would like a chance to bid on the Job again, told him we would probably readvertise in July.

GEJ.

S-403 R14 9/72

BOND WITH SAFECO

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RICHLAND (3RD ST.) SECTION

CITY STREET

BAKER COUNTY

State Project
0.15 Mile Grading and Paving

Bids Received May 24, 1973

1.	General Excavation	All Specified		$ 3,500.00
2.	1" - 0 Aggregate Base, 11-inches Thick	3,310 sq.yds.	3.18	10,525.80
3.	Class "C" Asphalt Concrete, 3-inches Thick	3,340 sq.yds.	3.40	11,356.00
		For Comparison of Bids		$25,381.80

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$25,381.80	33,937.00
Anticipated Additional Items:		
Flagging (State Share)	120.00	120.00
	$25,501.80	34,057.00
Contingencies (4-1/2%)	1,147.58	
Engineering (10%)	2,550.18	4,938.27
Estimated Net Authorization, Construction	$29,199.56	38,995.27
		City P.E. = 540.00
		39,536.27

City Share of P.E. = $1500 \times \frac{13,995.27}{38,995.27} . \overset{8}{540}$

892-3371 Slm

Mayor wants to Reject.

Section Richland (3rd. St.)

Highway City Street 4-20-73

County Baker

Kind of Work Grading and Paving

Project Alltoment $ 34,000

Project Length 0.15 miles

Completion Time 60 calendar workdays

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 25,381 80

Anticipated Additional Items:

Flagging (State Share)	$ 120-	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$ 120-
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Adjust Utilities		
		$ 25,501 80
Contingencies (4-1/2%)		1,147 58
Engineering (10 %)		2550 18
TOTAL		$ 29,199 56

Credit for ____________

Estimated Net Authorization, Construction. $

4-20-73
Tele. to Mayor McCurdy re. if City has $4,200 for job, he says they have funds. G.E.Z.

...ichland (3rd. St.) Section

Grading and Paving

Estimate

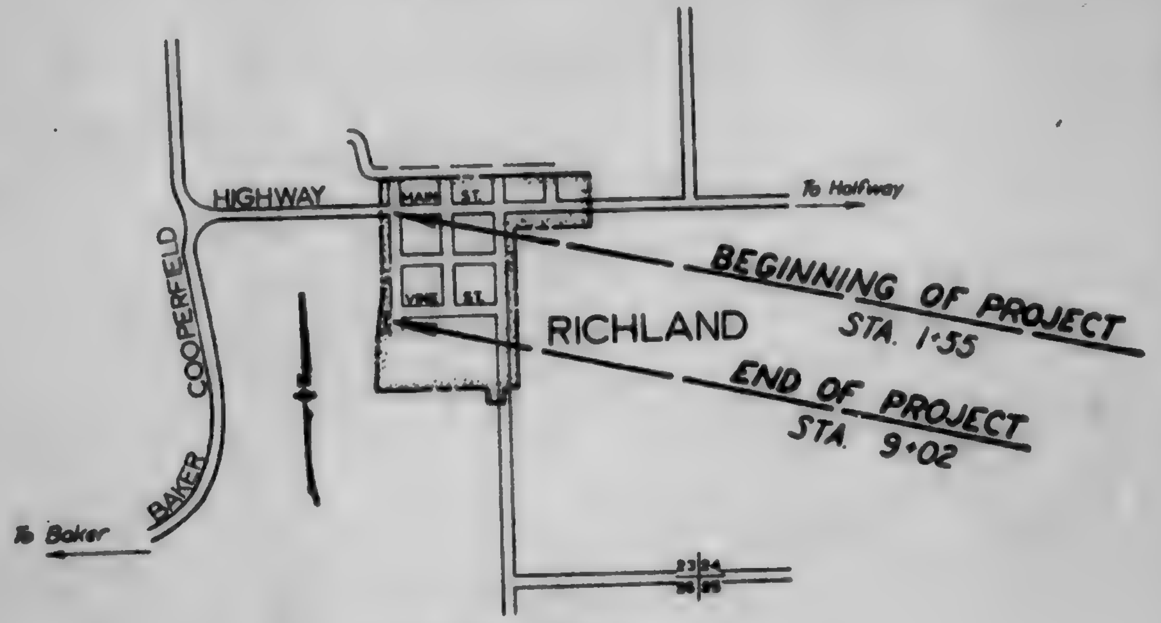
	Unit	Quant	Unit Cost	Amount
~~Removal of Structures and Obstructions~~				
General Excavation	All	All	Lump Sum	3500 -
1"-0 Aggregate Base, 11-inches Thick	Sq. Yd.	3310	3^{18}	$10,525^{80}$
Class "C" Asphalt Concrete, 3-inches Thick	Sq. Yd.	3340	3^{40}	11,356 -
		$25,381^{80}$		

① Adjust Manholes (By Others)

② Remove P.C. Conc. Walk

③ Const. Street Connections (3 Total)

3-19-73



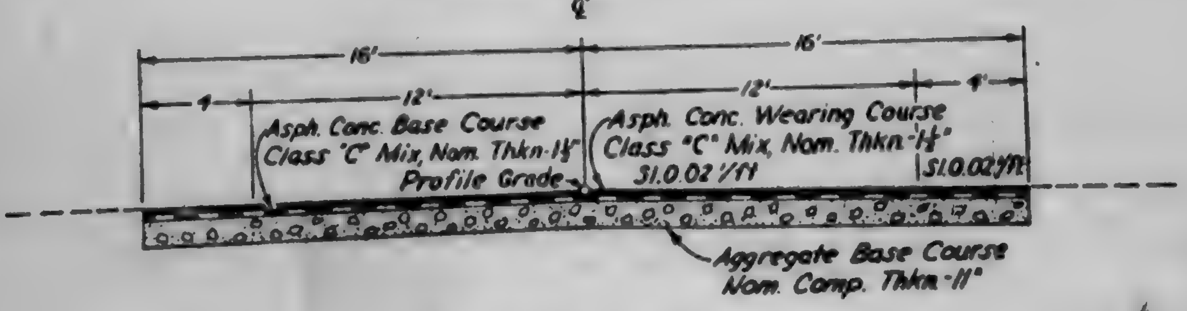
HIGHWAY
To Halfway
MAIN ST.
VINE ST.
BAKER-COOPERFELD
To Baker
RICHLAND
BEGINNING OF PROJECT
STA. 1+55
END OF PROJECT
STA. 9+02
23 24
26 25

Sketch Map

SCALE 0 400 800 1200 FEET

PRELIMINARY COPY
SUBJECT TO CHANGE

TYPICAL SECTION



℄
16'
16'
4'
12'
12'
4'
Asph. Conc. Base Course
Class "C" Mix, Nom. Thkn-1½"
Profile Grade
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn-1½"
Sl.0.02'/ft
Sl.0.02'/ft
Aggregate Base Course
Nom. Comp. Thkn-11"

STA. 1+35 to STA. 9+02

FRED E. KLABOE

MAY 7, 1937
A. E. JOHNSON

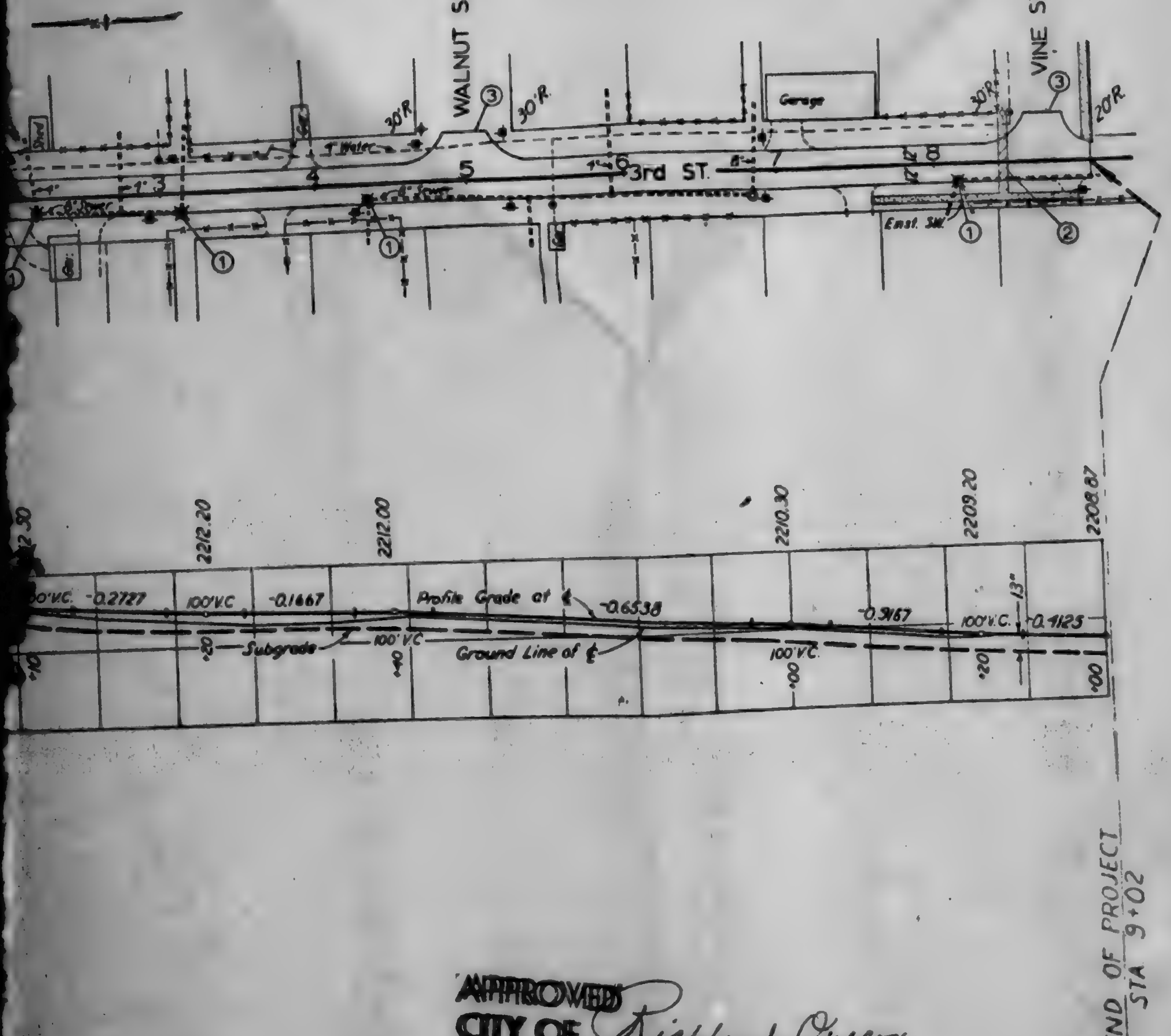
(BAKER-COOPERFELD HWY)
Sta. 1+25.00 P.O.T. - Highway ℄
③
30'R
MAIN ST.
Match Existing
2213.80
13"
2215
2210
2205
+99.30
BEGINNING OF PROJECT
STA. 1+35

SCA

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
RICHLAND (3rd ST.) SECTION
CITY STREET
BAKER COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	SHEET No. 1
10	OREGON	STATE		TOTAL SHEETS See Index

PRELIMINARY COPY
MAR - 7 1973
SUBJECT TO CHANGE
FINAL DESIGN UNIT


WALNUT ST.
VINE ST.
3rd ST.
Garage
30'R.
30'R.
30'R.
20'R.
3
3
1
1
1
2
3
4
5
6
7
8
Exist. SW.
2212.20
2212.00
2210.30
2209.20
2208.87
100'V.C.
-0.2727
100'V.C
-0.1667
Profile Grade at ℄
-0.6538
-0.9167
100'V.C.
13"
-0.4125
Subgrade
100'V.C
Ground Line of ℄
100'V.C.
END OF PROJECT
STA 9+02

APPROVED
CITY OF Richland, Oregon
BY MAYOR H C McCurdy
BY RECORDER Elsie Blank
DATE Mar 19 1973.

RECEIVED
COUNTY & CITY SECTION
MAR 20 1973
☑ ENGR. ☐ COOR. ☑ JE ☒ AE ☒ UE
☑ UPE ☑ CE ☒ DE ☐ RPE ☐

Richland (3rd. St.) Secti
City Street
301-1432
L. V. Blickenstaff Feb. 1973
523-5246

NARRATIVE REPORT

The drainage on 3rd. St. is not good and it cannot be improved much without curbs and gutters. The areas between the edge of the oil and the R/W lines are all used for parking and there are encroachments with buildings and fences, however it does not appear that the poor drainage has created an excessive problem.

The mayor of Richland informs me that this job should be constructed no later than May 1 and earlier if possible as their experience has been that after that date the high water table due to irrigation water creates a problem. The manhole Rt. of Sta. 3+13 will have to be raised 4" and the City of Richland will do this.

There is a city dump Approx. 1 mile from the project where the excess excavation material can be disposed of but the mayor is sure other areas can be found, free of charge in Richland.

The prices on the crushed rock and asphaltic concrete were obtained from Baker Redi-Mix in Baker which will likely be the source of this material. This material has been used previously on many state projects and there should be no problem meeting specifications.

L. V. Blickenstaff
L. Blickenstaff
Resident Engineer

OREGON STATE HIGHWAY DIVISION

SHEET .... OF .... SHEETS

Richland (3rd Street)
Estimate of Cost

Item		Unit	Net.	Allow.	Total	Unit Cost	Cost
. Gen. Excav.	Unclass	Cu. Yd.	988	112	1100	$ 2.50	2,750.00
2. Finish Rdbed.	& Slopes	All			All	500.00	500.00
3. Watering		M. Gal	32	18	50	5.00	250.00
4. Stone Base		Cu. Yd. 1"-0 Agg. base	1005	95	1100	12.00	13,200.00
5. 3/4"-0 Matl.	in Base	Cu. Yd	277	23	300	12.00	3,600.00
6. ~~[illegible]~~	Asph. Conc.	Tons	358	32	390	20.00	7,800.00
7. Extra for A.C	Appr.	Ea.	2	0	2	100.00	200.00
						$	28,300.00
Engineering & Contingencies 20%							5,660
Total							$ 33,960

SP*62506-734

SALEM, OREGON
February 23, 1973

1973 SCA Project
3rd Street
City of Richland

Mr. Victor D. Wolfe
Location Engineer

BUILDING

Attn: Mr. P. L. Carstensen

The survey data on subject section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

The base design for this project calls for 11 inches of 1"-0 aggregate base which is contrary to the project as submitted.

H. S. Cox
County and City Engineer

By

Gary

Gary E. Zehner
Cities Engineer

GEZ:ljt

Att.

☐ ENGR. ☑ COOR. ☑ DE A PE ☑ UE
☑ UPE ☑ CE R RE ☒ BPE ☐

7927

5

MEMO TO THE FILES

February 14, 1973

Re: Footpaths and Bike Trails
SCA Projects
Gold Hill, Lafayette, Lowell, Mt. Vernon,
Prairie City, and Richland.

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

Due to the anticipated lack of use and the short length of these projects, the construction of footpaths and bike trails would not be practical.

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

RECEIVED
FEB 15 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

7927

5

PREFIX NO. 301-1432

2-5-73

LOCATION PROSPECTUS
RICHLAND (3rd STREET) SECTION
CITY STREET
BAKER COUNTY

HIGHWAY: 3rd Street--a city street. Not on Federal-aid or State system.

TERMINI: The north end of the project is at Main Street. The south end of the project is at Vine Street.

LENGTH: 0.14 mile.

PROGRAM: Special City Allotment.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for improvement of 3rd Street on exisiting alignment. Soils investigations have been made. Drainage problems, if any, will be worked out during the survey. An economic analysis is not needed at this time. A bicycle path will be considered.

TYPICAL SECTION: Two 12-foot travel lanes and 4-foot shoulders.

BASE DESIGN:
3" AC
11" 1"-0 Aggregate Base

MATERIAL: Source of material will be located during the survey.

AGREEMENTS: Routine Special City Allotment project.

ADD'L FACILITIES: None affected.

RECEIVED
STATE HWY ENGR
FEB 7 '73
REFER TO
FOR

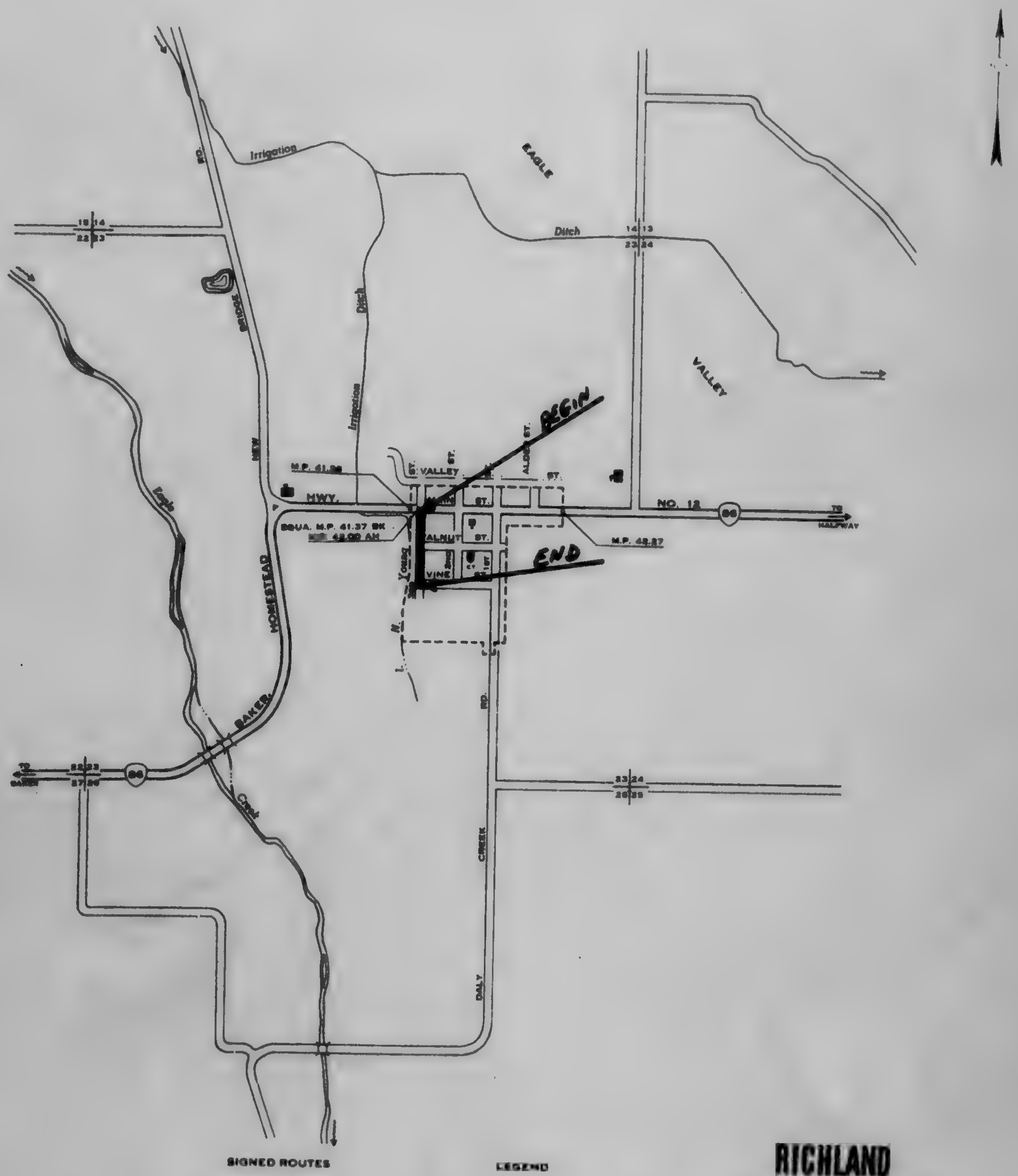
Info	Inves	R/D	DIR	Sien	Act	File

Attach
February 5, 1973

cc: W.E. Schwartz (3)
E.S. Hunter
J.B. Boyd (3)
F.L. Hall
C.T. Keasey
V.D. Wolfe
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
V.J. Johnson
R.E. Olson
J.A. Rowland
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (2)
F.B. Klaboe
R.L. Schroeder
L.E. George
W.J. Hart (3)
D.H. Moehring
L.H. Young
R.N. Chase
B.L. Gifford
R.D. Hector
A.D. Olson
R.W. Prentiss
R.E. Royer
W.H. Tebeau
G.C. Wills

NO.
F.B. Kl

A. E. JOHNSON


Irrigation
Ditch
Irrigation
Ditch
EAGLE
VALLEY
Ditch
15 14
22 23
14 13
23 24
RD.
BRIDGE
NEW
HOMESTEAD
BAKER
HWY.
NO. 12
86
TO HALFWAY
M.P. 41.26
EQUA. M.P. 41.37 BK
42.00 AH
M.P. 42.27
VALLEY
ST.
MAIN
ST.
ALDER ST.
ST.
WALNUT
ST.
VINE
ST.
2ND
1ST
Young
BEGIN
END
Eagle
Creek
22 23
27 26
86
TO BAKER
23 24
26 25
DALY
CREEK
RD.

SIGNED ROUTES

INTERSTATE ○
U.S. 00
ORE. 00

LEGEND

Post Office
School
R R Depot
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
═ Street open for travel
⋯ Street dedicated but not open
– – – City Limits

RICHLAND

BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 170

Scale in Feet

Revised April 1966

7927

5

January 26, 1973

City of Richland
City Hall
Richland, Oregon 97870

Attention: Elsie Blank
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4638

Gentlemen;

Attached for your records is a fully executed copy of an agreement covering improvement to 3rd Street from Main Street to Vine Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

WEDNESDAY - 12473
72,721 - 72,996 = 275 miles

RICHLAND -
Met with Mayor McCurdy in General Store went over SCA procedures. He has no questions except why such high cost for such short street. told him cost were higher due to isolated area.

BURNS -
Met with Barry ?, Holtmans assistant, at maintenance office. He said that George Wills, Bud Shirley and hisself had met with Mayor White today re channelization and Park Street. Survey is about done so data should be in shortly.

Met with Mayor White at City Hall. Discussed channelization and dedication of streets from park property. He indicated no problems. Gave him 4 copies of STSF Resolution & maps. Told him to fill out the forms to cover the 3 years allocations on hand and include at least all streets needing improvement.

7922 1-19-73

5

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: 3rd Street
Highway: City of Richland
County: Baker
Prefix: 301-1432

Res. Engr. L. V. Blickenstaff
Approx. Length 0.14 mi.
Sta. ____ to Sta. ____
Date 1-19-73

Mean Truck A.D.T. 8
Traffic Coefficient 5.7
18 kip s. a. per day 2.9
(1)

Annual Precipitation 20"+ (Halfway)
Frost Penetration 30"+
CBE Total Requirement 17.0"

Typical Soil

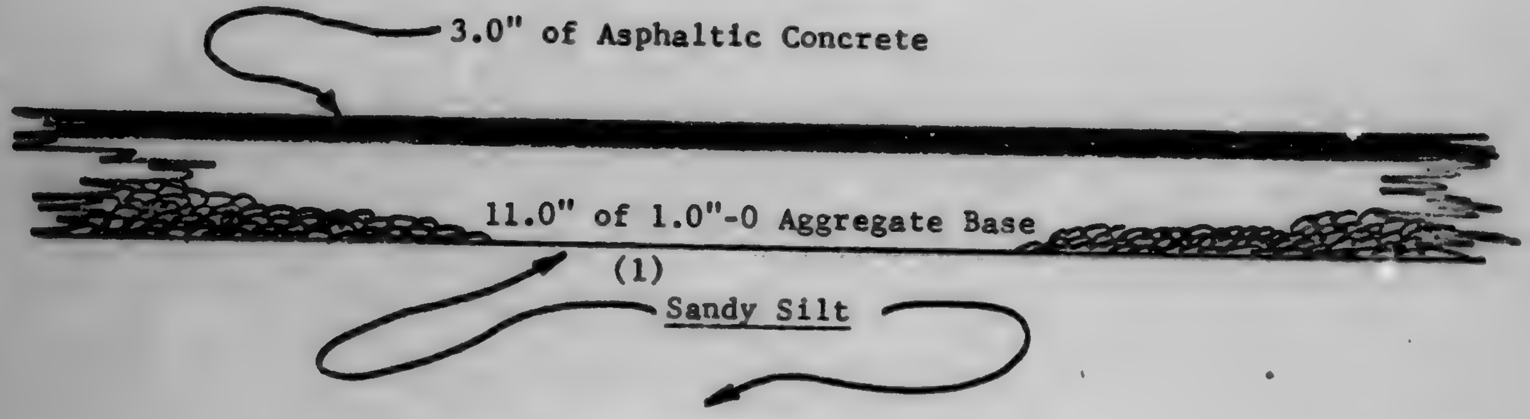
28	LL
4	PI
88	%P 10
66	%P 200
12	% Gravel
7	% C Sand
16	% F Sand
51	% Silt
14	% Clay
16	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
6.0	3.0	A.C.
11.0	11.0	A.B.
17.0	14.0	

STRUCTURAL SECTION



See remarks on Page 2.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by ____
Base Design Engineer

Recommended by ____
Engineer of Materials and Research

Recommended by Victor D Wolfe
Location Engineer

Approved by LA Young for E S Hunter
Asst. State Highway Engineer

SECTION: 3rd Street
HIGHWAY: City of Richland
COUNTY: Baker

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*

NONE

Remarks:

Stage construction was not considered due to length of haul of materials (from Baker), and the need to construct initially to about one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: 3rd Street

HIGHWAY: City of Richland

COUNTY: Baker

125 Present ADT (19 73)

4.0 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	2	1.6	3	3	450	1,350
3	1	1.6	2	2	1000	2,000
4	0	---	--	--	1250	- - -
5	2	1.6	3	3	3180	9,540
6	0	---	--	--	2570	- - -
				8 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 12,890

TWENTY YEAR EWL 257,800

TRAFFIC COEFFICIENT 5.7

SECTION: 3rd Street
HIGHWAY: City of Richland
COUNTY: Baker

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks: ___
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers asphaltic concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A cost comparison was not made as this is a short (0.14 mi.) section, and traffic does not warrant the use of C.R.P.C.C.

5CA

Richland, Oregon.
Jan 9, 1973.

Oregon State Hwy Dept:
Salem, Oregon
Dear Sirs:-

Last night at City of Richland Council Meeting Jan 8. 1973 at City hall - The agreements here enclosed, also Resolutions were unanimously approved. Also motion and carried unanimously that if possible, to ask for an application to do another street in 1974. Thanks so much.

Respectfully
Elsie Blanc, Recorder
H C McCurdy Mayor.

Since June 30 - 1972. the population Count in Richland. Ore; is 162. paper enclosed.

RECEIVED
COUNTY & CITY SECTION
JAN 22 1973
☐ ENGR. ☑ COORD. ☐ DE ☐ AE ☐ UE
☐ RPE ☐ CE ☐ BE ☑ RPE ☐

Forms sent 1/22/73

December 12, 1972

Mrs. Elsie Blank
City REcorder
P. O. Box 272
Richland, Oregon 97870

Dear Mrs. Blank:

On December 12, the State Highway Commission approved the City's request for a 1973 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Gary
for H. S. Cox
County and City Engineer

GEE:ljt
Encl.

cc: W. E. Schwartz

☑ ENGR. ☑ COOR. ☑ UE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ PPE ☐

5CA

Richland, Oregon

Oregon State Hwy. Division. Oct 27-1972

attn Mr. H. S. Cox.

Dear Mr. Cox:- This is to confirm a letter written earlier, that the City of Richland Oregon at it's regular Meeting Oct. 9. 1972. Voted and Approved the paving of 3 blocks on 3rd St. 2 blocks on 2nd. 1 block on Vine and 1 block on Walnut St. the State to pay $25,000 and balance of $5,000 to be paid by the City of Richland Oregon. Motion made approved. (Carried unanimously.)

Respectfully
Elsie Blank. Recorder.
H C McCurdy Mayor.

RECEIVED
COUNTY & CITY SECTION
OCT 30 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

SC 7

Richland Oregon
Sept 25-1972 -

Mr. H.S.Cox.
By Gary Zidgers
Oregon State Hwy; Div;-
Salem, Oregon -

Dear Sirs;- In reply to your letter dated Sept; 21-1972 - Concerning proposed project on 3d - from Main to Vise St; for Consideration of Construction 1973 - act - ORS - 366.805, the estimate of 25,000 by State & 5,000 by City of Richland, Oregon, to our Mayor Hugh McCurdy seems Very favorable - I will take your letter to Council Meeting Oct 9 - & have it Voted on, but Mr McCurdy instructed me to write You he thought it Very satisfactory - The City is financially able to do this, and willing. Thank you so much -

Respectfully -
Mrs. Elsie Blank, Recorder -
Bx 272 - Richland Ore - 97870.

RECEIVED
COUNTY & CITY SECTION
SEP 26 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

10-27-72
Called Mayor McCurdy - Council was in favor of project and he will have Recorder send letter.

SCA

September 21, 1972

Mrs. Elsie Blank
City Recorder
City Hall
Richland, Oregon 97870

Dear Mrs. Blank:

It is planned to submit your proposed project on 3rd Street, from Main Street to Vine Street, to the Highway Commission for consideration of construction (1973) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $30,000 for a 24-foot wide street. The State's share would be $25,000.

Should the Highway Commission look with favor on your project, would the City of Richland be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

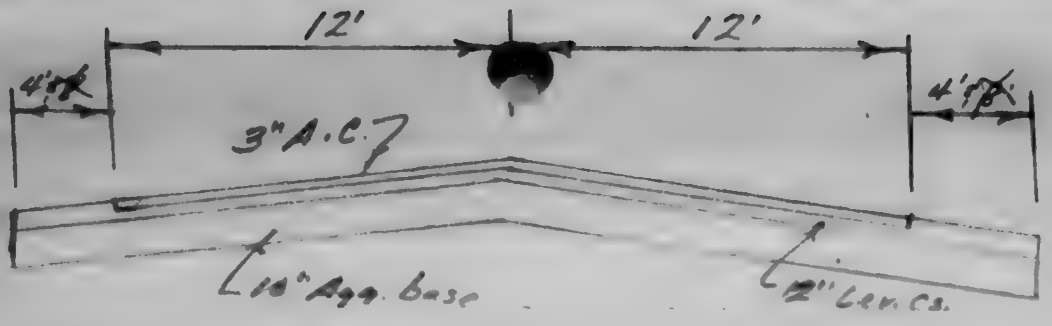
Very truly yours,

George M. Baldwin
Administrator of Highways

By
Gary
for H. S. Cox
County and City Engineer

GRS:ljt

☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ OE
☑ UPE ☑ CE ☑ RE ☑ PPE ☐



RICHLAND
8-14-72

0.14 Mi.
740'

Gen. Exc. = $\cancel{\left(\frac{340' \times 40' \times 1.25}{27}\right)} + \left(\frac{740 \times 32' \times 1.25}{27}\right) \times 1.1 =$ 1210 C.Y.

Lev. Csc = $\left(24' \times \overset{112}{\frac{740}{27}} \times .17\right) + \cancel{\left(\frac{340' \times 16'}{27} \times .4\right)} + \left(\overset{88}{\frac{740' \times 8'}{27}} \times .4\right) \times 1.43 =$ 290 C.Y.

Agg. base = $\left(24' \times \overset{546}{\frac{740}{27}} \times .83\right) + \left(\overset{167}{\frac{16' \times \cancel{340'}}{27}} \times .83\right) + \left(\overset{182}{\frac{8' \times 740'}{27}} \times .83\right) \times 1.43 =$ 1040 C.Y.

Watering = .0275 × 1330 = 40 M-Gal.

A.C. = 7.4 × 48.7 = 360 TONS

Adj. M.H. = 4
Drwys = 6
Const. Appr. = 6

Binder = $^{\#}100 \times 24 \times .145 = {}^{\$}340$

17609 $7^{\underline{8}}$
8-9-72

JOSEPH - Mayor Floyd Kennedy
Recorder Edna Kiel

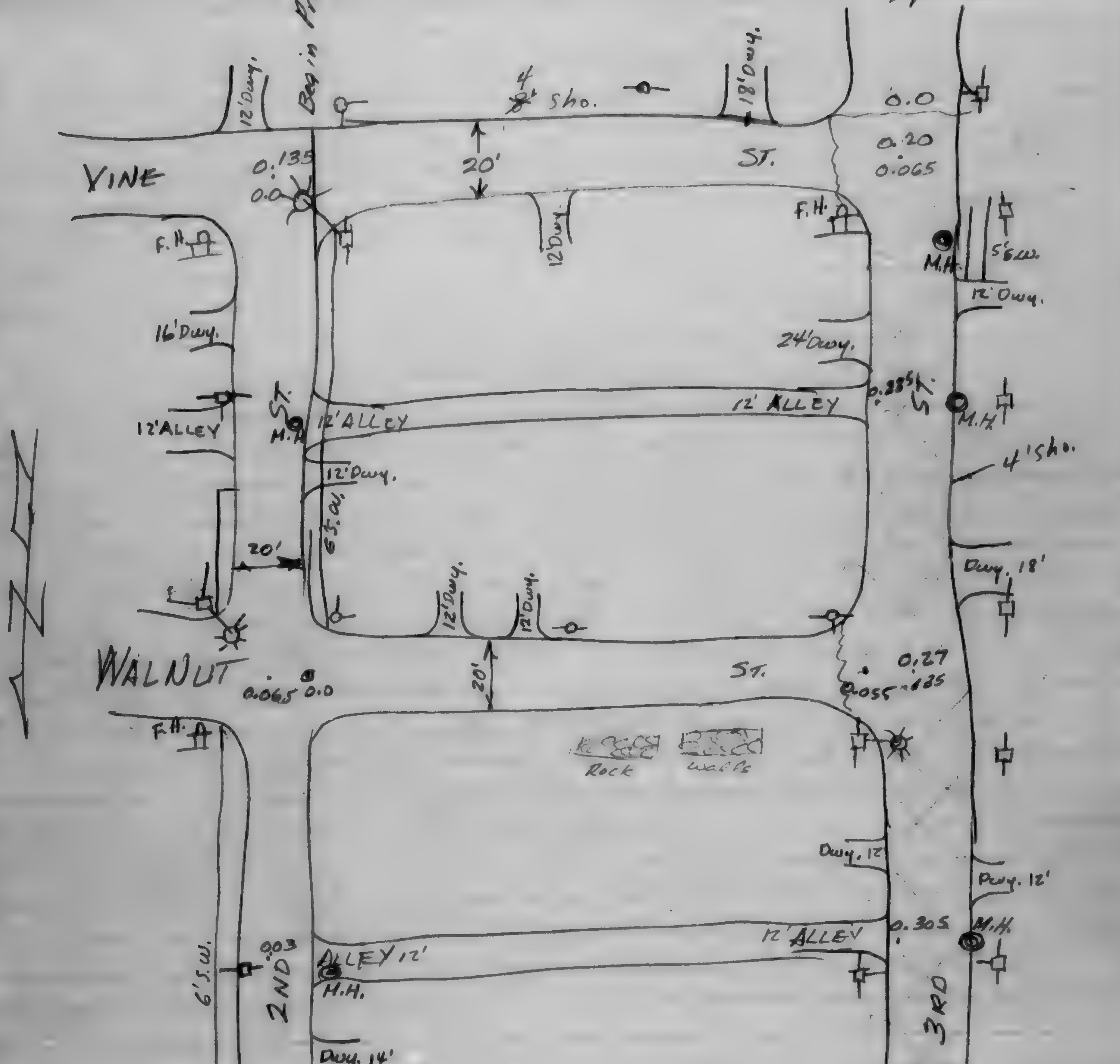
Met with Mrs Kiel, she directed me to Mac's grocery owned and operated by Mayor Kennedy. We discussed project and went over data forms. I told him that chances weren't very good of getting a project this year since no other work in the area. He said city has no money since they are still paying for oil shot placed on all streets last year. Streets are in fair condition. Traffic to school on McCully. Log trucks to mill on Alder St. McCully St. in good shape so use Alder St. for project.

RICHLAND - Mayor H.C. McCurdy
Recorder Elsie Blank

Met with Mayor McCurdy, Went over data forms, told him he should go ahead and patch bad spots since even if project was approved it would be early summer before construction. He requested we proceed with Vine St. & 3rd St. Talked with State Maint. man Bob Matheson, he suggested cold mix instead of A.C. they have better luck with it. Project should have 24' pave with ~~8'~~ 4' sho. and Cold Mix A.C.

Called Baker Redi-mix for A.C. Hot Mix delivered and placed in Richland $14-$15 Ton. Type C He said they were paving Shopping Center in John Day @ $28/Ton. He said they would furnish either Cold or Hot for same price.

RICHLAND
8-9-72
2 pictures



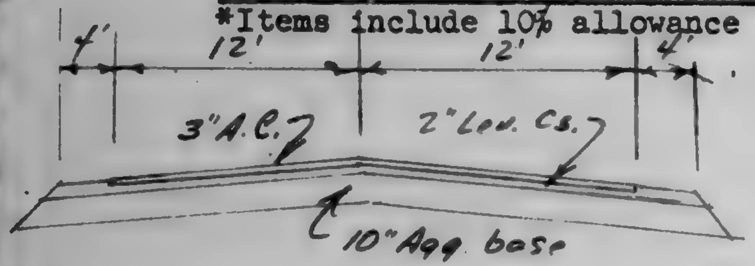
Begin Project
12' Dwy.
4 sho.
18' Dwy.
0.0
20'
ST.
0.20
0.065
0.135
0.0
VINE
F.H.
12' Dwy.
F.H.
M.H.
5' S.W.
12' Dwy.
16' Dwy.
24' Dwy.
12' ALLEY
ST.
M.H.
12' ALLEY
0.285
M.H.
12' ALLEY
4' Sho.
12' Dwy.
6' S.W.
20'
Dwy. 18'
N
12' Dwy.
12' Dwy.
WALNUT
0.065
0.0
20'
ST.
0.27
0.055
0.135
F.H.
Rock walls
Dwy. 12'
Dwy. 12'
12' ALLEY
0.305
M.H.
0.03
ALLEY 12'
M.H.
6' S.W.
2ND
3RD
Dwy. 14'
20'
50'
Log bumper
Dwy 12'
M.H.
0.14
0.205
MAIN
0.0
0.34
ST.
picture
picture

CITY: Richland COUNTY: Baker

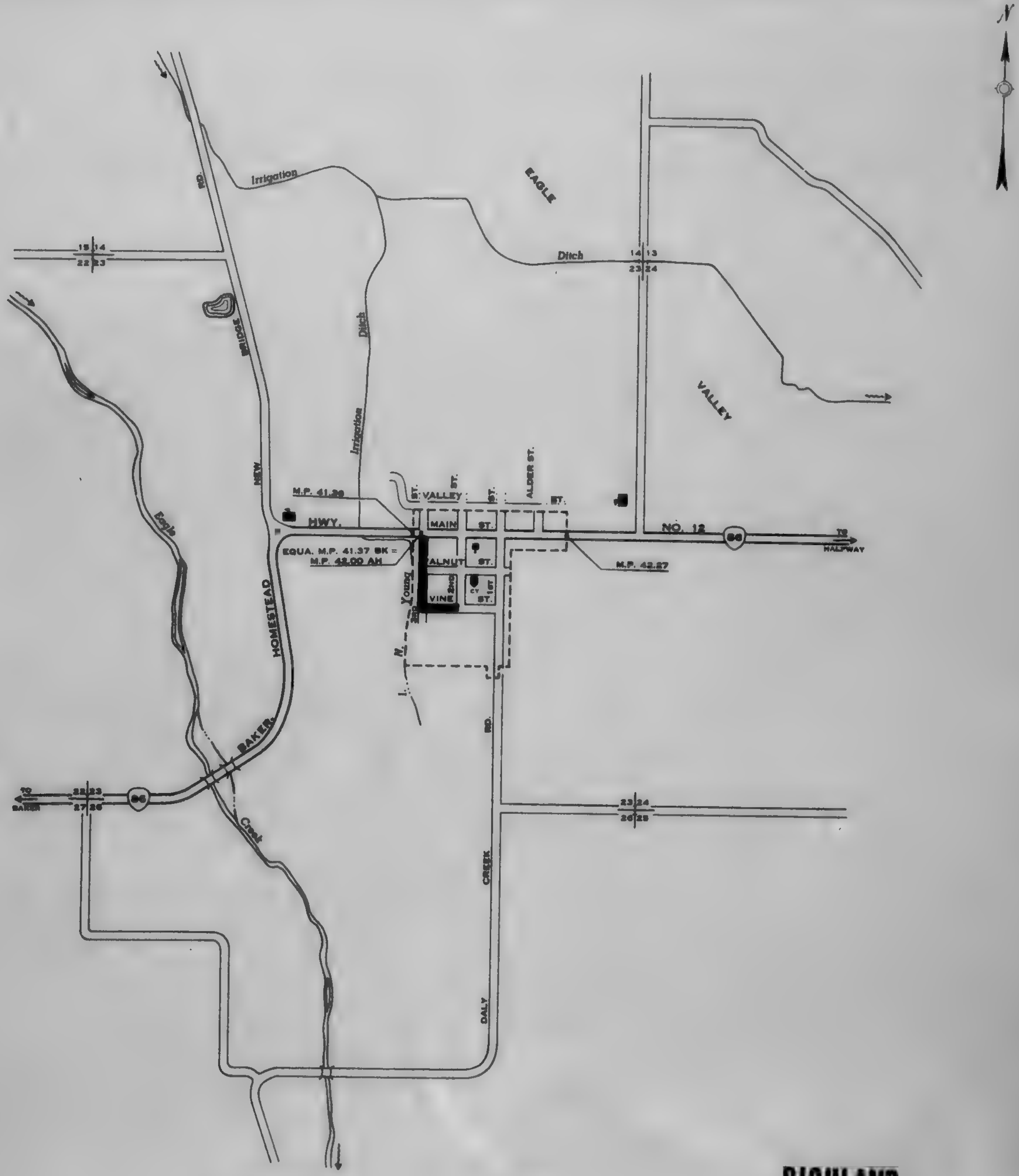
SECTION: Vine St. from 2nd St. to 3rd St. and 3rd St. from Vine St. to Me[illegible] St. 1080'

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	1900	2.50	
Finishing roadbed & slopes ($1,500)	mile	.205	1500.	
Trench excavation	c.y.	—	—	—
Watering	M-gal.	60	5.00	
Level material (3/4-0)	c.y.	475	9.15	
Base material	c.y.	1640	8.90	
Asphalt	ton	520	15.20	
Binder	all	all	L.S.	
Concrete inlets	each	—	—	—
Culvert pipe	lin. ft.	—	—	—
Concrete curbs	c.y.	—	—	—
Adjust Manholes	each	4	125.00	
Const. St. Connection	"	6	175.00	
Extra for driveways	"	8	50.00	

*Items include 10% allowance



Total	$
Perm. signing ($100/intersection)	
Flagging	
Total	$
Engineering & contingencies (20%)	
Total	$
City's estimated share of survey	
TOTAL ESTIMATED COST	$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26 25

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
[illegible]
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
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RICHLAND

BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 170

Scale in Feet

Revised April 1965

1973 PROGRAM

S.C.A. Investigation Data

City of Richland Date 8-9-72 Div. 5 No. previous projects 0
Population: 1966 210 1971 130 Last project — (year)
Street 3rd St. from Main St. to Vine St.
Total SCA funds $ —
Funds/capita $ —
Average/capita $ 39.17

EXISTING

Surface now in place: A.C. ___ Oil ✓ Gravel ___ Concrete ___
Surface width: 20 feet, Shoulder-shoulder width: 4-8 feet
C-C width: — feet, R/W width: 60' feet
Remarks: Streets are full of chuck holes and seal coat is failing, ruts are becoming visible. City is going to patch holes to get through winter. Talked to Bob Matheson maint. foreman for State, he recommends Cold Mix A.C. on St.
Shorten project to meet available finances.

PROPOSED

Surfacing: A.C. ✓ Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 4 feet, C-C width: ___ feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 10 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.14 mile, 740 feet. Type curb: None
Remarks: These Streets are in need of repair because of one local logger making a loop from Main St on 2nd to Vine to 3rd to Main. Called Baker-Redi-Mix they gave a price at $14 + $15/ton A.C. (Hot Mix) in place @ Richland. Total Reconstruction proposed.

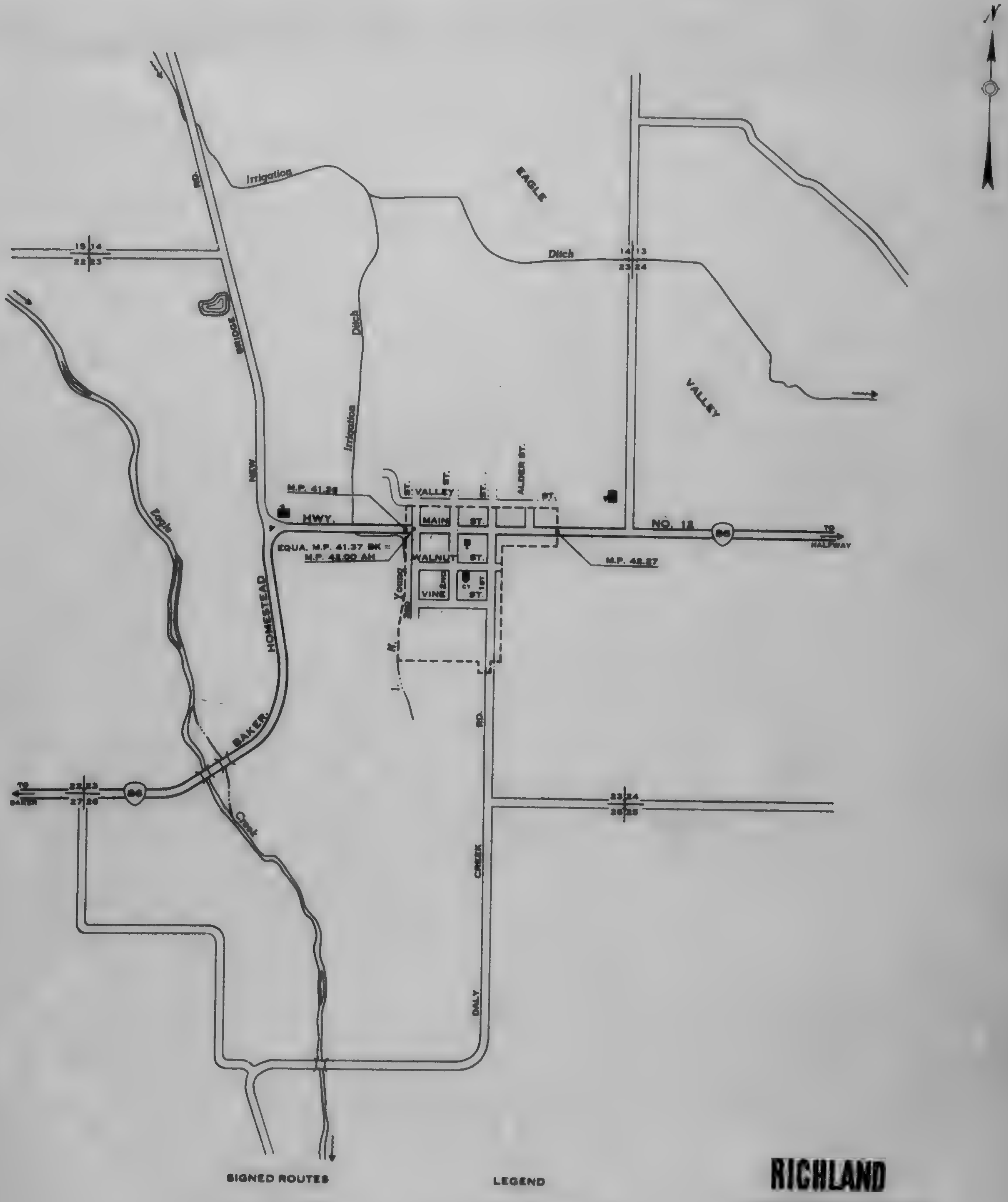
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	1210	2^{00} 2^{50}	3025 ~~4750~~
Finishing roadbed & slopes ($1,500)	mile	.14	-	210
Trench excavation	c.y.	—		—
Watering	M-gal.	40	8^{00} 5^{00}	200 ~~300~~
Level material (3/4-0)	c.y.	290	7^{00} 9^{12}	2654 ~~4346.25~~
Base material	c.y.	1040	6^{50} 8^{96}	9256 ~~14,516~~
Asphalt	ton	360	16^{00} 15^{25}	5472 ~~7904~~
Binder	all	all	L.S.	340
Concrete inlets	each	—	—	-
Culvert pipe	lin. ft.	—	-	
Concrete curbs	c.y.		—	—
Adj. Manholes	each	4	125^{00}	500
Const. Appr.	each	6	100^{00} 175	600 1050
Extra for Drways	each	6	75^{00} 50	450 ~~400~~

*Items include 10% allowance

Total	$ 23657 35,156.25
Perm. signing ($100/intersection)	200
Flagging	100
Total	$ 23957 35,456.25
Engineering & contingencies (20%)	4791 7091.25
Total	$ 28748 42547.50
City's estimated share of survey	325 1031
~~[illegible]~~ TOTAL ESTIMATED COST	$ 29073 43578.50

Say ~~30~~ 30,000

3748
~~17547.50~~
2500 × ~~10,874~~ =
~~36,874~~
~~42547.50~~
28,748


N
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15 14
22 23
14 13
23 24
Eagle
Creek
M.P. 41.38
HWY.
NO. 12
86
TO
HALFWAY
EQUA. M.P. 41.37 BK =
M.P. 42.00 AH
M.P. 42.27
VALLEY
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ALDER ST.
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CY
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HOMESTEAD
BAKER
TO
BAKER
22 23
27 26
86
23 24
26 25
DALY
CREEK
RD.

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

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School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
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RICHLAND

BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 170

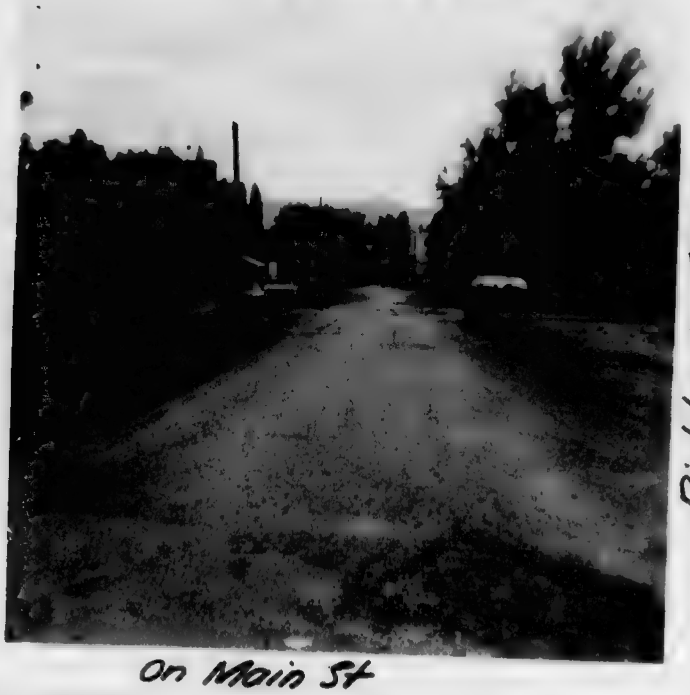
Scale in Feet

Revised April 1965

No Co. Roads Within City Limits 5-23-73 GEZ.

8-9-72

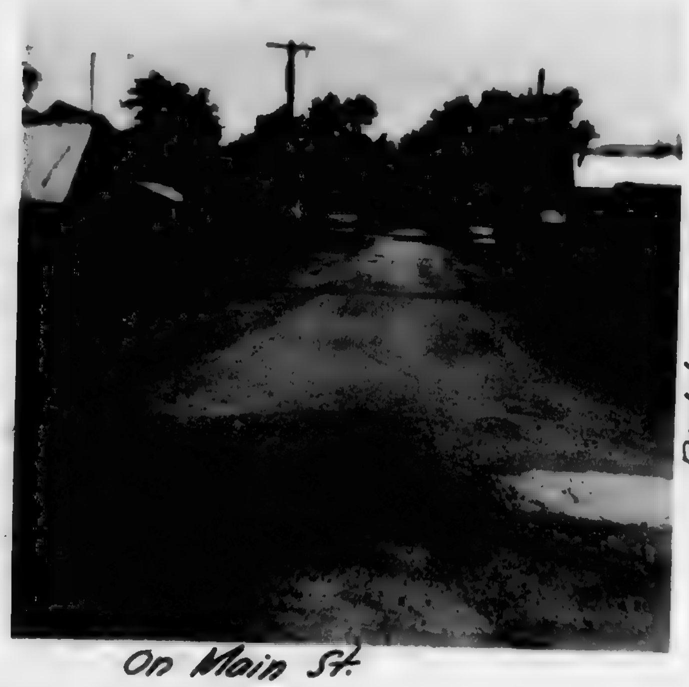
Looking South on 2nd St.



Richland 8-9-72

On Main St

Looking South on 3rd St.



Richland 8-9-72

On Main St.

SCA

PROJECT DATA, CITY OF Richland, Oregon Date MAY 15, 1972

To be financed by Special City Allotment Fund and necessary city funds.

Street name 2nd 3rd Vine & Walnut
(Locate project on attached map.)

Project length 7 Blocks

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: 4 feet

Curbed section; width curb to curb: ______ feet

Remarks ______

Surface now in place: Oil X Paving ____ Gravel ____

RECEIVED
COUNTY & CITY SECTION
MAY 16 1972
☑ ENGR. ☐ COOR. ☑ [illegible] ☑ UE
☑ UPE ☑ CE ☑ RE ☑ PPE ☐

Present surface width: ______ feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No ____

State to furnish right-of-way descriptions? Yes ____ No ____

Give width of intersecting streets: ______

Are intersecting streets curbed? Yes ____ No X

Remarks ______

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No ____

Width between present curbs: ______ feet

City to construct curbs? Yes ____ No ✓

To be constructed as part of project? Yes ____ No ✓

Length of desired radius on curb returns: ______ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: ______

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No ✓

Present sidewalks, Length: ________feet; Width:________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No ✓

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No ✓

Are sidewalks to be constructed on both sides of street? Yes____ No ✓

Give: Length to be constructed and On which side of street

______feet N.___ S.___ E.___ W.___

______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: ______feet

Remarks No sidewalks

STORM SEWERS -

Now in place? Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: ________feet

Remarks____

SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? 4 feet

Remarks ____________________

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ____ No X

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? ____________

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No ____ (If yes, please include copy of ordinance.)

Remarks ____________________

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ____ No X

Electric poles? Yes X No ____

Which company? Idaho Power Co
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ____

Which company? Eagle Telephone

Railroad tracks? Yes ____ No X

Which company? ____________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks ____________________

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ✓

Clearing? Yes ___ No ✓

Base rock? Yes ___ No ✓

Concrete curbs? Yes ___ No ✓

Driveways? Yes ___ No ✓

Remarks ___

GENERAL INFORMATION:

Are city finances available? Yes ✓ No ___ $1,000

When available? Date Now

Has city established grade on street? Yes ___ No ___
(If yes, please include copy of data.)

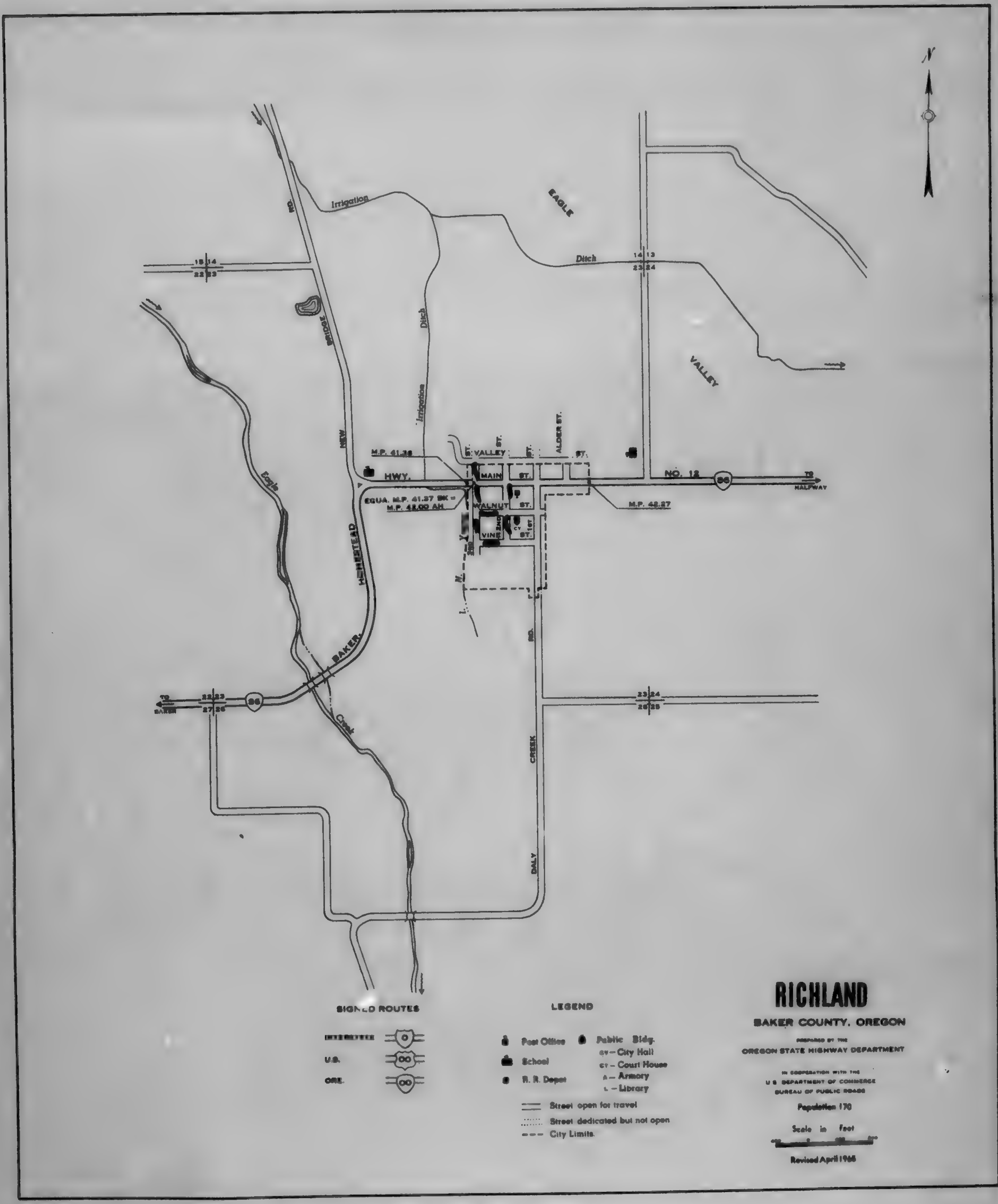
Please indicate site for disposal of excess excavated material: ___

General remarks: ___

By H C Mc Curdy
Mayor

By Elsie Blank, Recorder
City Recorder or City Manager

By ___
City Engineer


N
EAGLE
VALLEY
Irrigation
Ditch
Irrigation
Ditch
BRIDGE
RD.
NEW
HOMESTEAD
BAKER
HWY.
NO. 12
86
TO HALFWAY
TO BAKER
86
Eagle
Creek
DALY
CREEK
RD.
VALLEY
ST.
ALDER ST.
MAIN
ST.
WALNUT
ST.
VINE
ST.
2ND
1ST
3RD
CY
M.P. 41.38
EQUA. M.P. 41.37 BK = M.P. 42.00 AH
M.P. 42.27
15 14
22 23
14 13
23 24
22 23
27 26
23 24
26 25
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
Scale in Feet

RICHLAND

BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 170

Revised April 1966

☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☐ ☑ PPE ☐

May 11, 1972

City of Richland
Box 272
Richland, Oregon 97870

[redacted]

This is to acknowledge receipt of a resolution adopted by the City of Richland requesting aid from the annual $250,000 Special City Allotment fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1973 program.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. Cox
H. S. Cox
County and City Engineer

HSC:mm

Encl: SCA Project Data Form

5-8-72

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Richland Oregon is an incorporated city of the State of Oregon and has a population of 162 as given by the latest official census; and will be official on June 30 Census (has recount).

WHEREAS, the following streets of said city,

3 blocks on 3rd St.
2 " " 2nd "
1 " " Vine "
1 " " Walnut "

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

RECEIVED
COUNTY & CITY SECTION
MAY 10 1972
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐
5

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of RichLANd OrE does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate HC McCurdy as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8 day of May, 1972

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

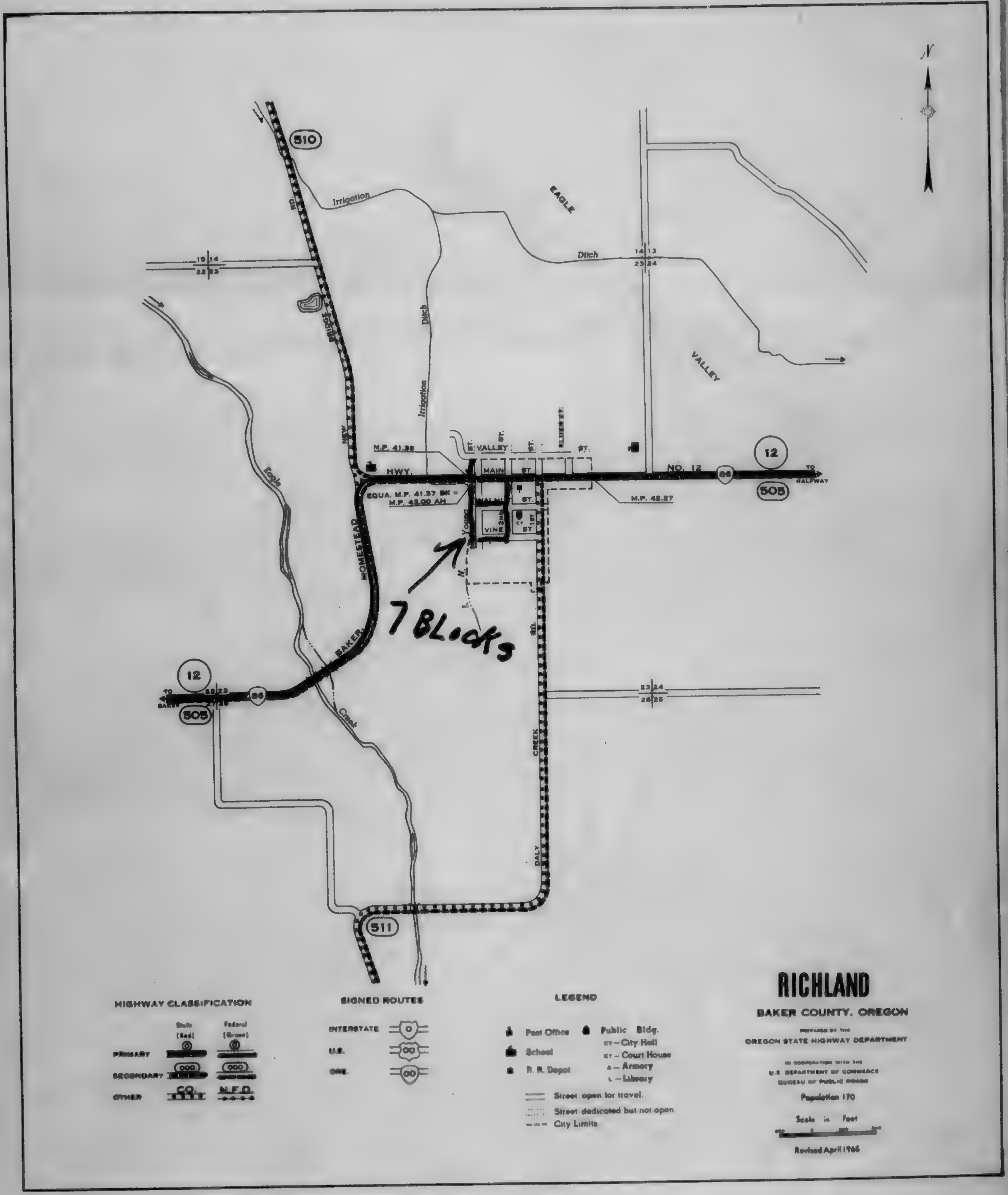
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Richland Ore at a regular or special meeting of said Council, held on the 8 day of May, 1972, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8 day of May, 1972.

Elsie Blank
City Recorder

(cc-50, 1959 Rev.)


N
510
Irrigation
Ditch
EAGLE
VALLEY
Irrigation
Ditch
15 14
22 23
14 13
23 24
NEW BRIDGE RD.
M.P. 41.38
HWY.
VALLEY
ST.
MAIN
ST
NO. 12
12
86
505
TO HALFWAY
M.P. 42.87
EQUA. M.P. 41.37 BK = M.P. 42.00 AH
Young
VINE
2ND
1ST
ST.
ST
CY
N.
HOMESTEAD
BAKER
Eagle
Creek
12
TO BAKER
22 23
86
505
23 24
26 25
CREEK RD.
DALY
511
HIGHWAY CLASSIFICATION
State (Red)
Federal (Green)
PRIMARY
SECONDARY
OTHER
000
CO.
N.F.D.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
0
00
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits
Scale in Feet

7 BLocks

RICHLAND

BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 170

Revised April 1965

RECEIVED
COUNTY & CITY SE[illegible]ON
MAR 2 - 1972
☑ ENGR. ☑ COOR. ☑ UE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Richland, Ore
Feb - 29-1972 -

H.S. Cox.
Engineer, County & City Section.
State Highway Division, Salem, Ore -

Dear Sir:.
Would you please send us an application for Cities under 5,000? to fill & present to Highway Com; O.R.S. 366.805 (your letter Jan 17-1972). I will present it to our City Council, also State Hwy Engineer, & to your office. {Thank you.

Respectfully.
City of Richland Oregon
97870
Elsie Blank.) Recorder & Treas.

New

Forms Sent 3/2/72

7929 Mary S. Young State Park adjacent 1973
to the Oswego Highway
(Landscape improvement)

7929

March 4, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 21, 1975, we wrote to you concerning release of final payment on Contract No. 7929 awarded to Aichele Landscaping, Inc., for landscape improvement in Mary S. Young State Park on the Oswego Highway in Clackamas County.

Final payment on this contract is $1,644.86 and the total contract amount is $32,897.16. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

7929

February 21, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7929 awarded to Aichele Landscaping, Inc. for work in Mary S. Young State Park of the Oswego Highway in Clackamas County was completed on April 29, 1974, and accepted by the Administrator and State Highway Engineer on February 19, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 26, 1975.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

7929.

CON-5-7929

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
XXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 18, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7929, Work Completed April 29, 1974

Project Mary S. Young State Park

Highway Oswego, County Clackamas

Type of Work Landscape Improvement

Contractor Aichele Landscaping, Inc.

Recommended Acceptance Date February 19, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

APPROVED
FBKlaboe
STATE HIGHWAY ENGINEER
DATE: 2-19-75

2/21 e-6

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7929 [illegible] 8

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mary S. Young State Park

WEEK ENDING: 5/11/74

SECTION PREFIX: 3-3317

HIGHWAY: Oswego

COUNTY: Clackamas

NAME OF JOB: Mary S. Young State Park

KIND OF WORK: Landscape Improvement

CONTRACTOR: Aichele Landscape, Inc.

CONTRACT NUMBER: 7929

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 28, 1974

DATE WORK STARTED: September 4, 1973

ESTIMATED COMPLETION DATE: April 29, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION: 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED

PERCENT OF TIME ELAPSED: 92.6

PROJECT AUTHORIZATION: $ 38,135.94

EXCLUSIVE OF ENGINEERING: $ 34,805.29

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 34,805.29

ENGINEERING AUTHORIZATION: $ 3,330.65

ENGINEERING COST TO DATE: $ 2,600.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92.8

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91.3

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . . ____%

PERCENT OF AUTHORIZATION . . 78 %

DATE PROJECT WAS COMPLETED: April 29, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	dam	plants	OIL AND/OR PAVE.	MAT'L. PROD.	Sod Lawn	Irr. System
100	100	100	90			100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Showers			
FRIDAY	Showers			
SATURDAY	Cloudy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	Final Inspection
TUESDAY	Relocated plants
WEDNESDAY	No Activity'
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

SIGNED C.L. Kuiper LOCATION Milwaukie

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7929

September 25, 1973

Aichele Landscaping, Inc.
11260 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7929 for landscape improvement in Mary S. Young State Park on the Oregon Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

hs
Enclosures

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn Vince Gallagher
L. W. Rulien
Roy Olson
Clair Kuiper
Dave Talbot

7929

5

Salem, Oregon

September 6, 1973

Clair Kuiper
Resident Engineer

Contract Payment Engineer

Contract No. 7929

The attached Form 124-RE-1, example attached, is to be submitted to the contractor, to be completed by him, and returned to the resident engineer prior to the first contract payment.

The form should be attached to the first pay estimate submitted by the resident engineer for payment to the contractor.

VG:pr

cc: L. W. Rulien
Regional Engineer

Salem, Oregon

September 6, 1973

Clair Kuiper
Resident Engineer

L. H. Young
Office Engineer

Contract 7929
Subsection 682.91, Page 601, Standard Specs., 1970

A change in procedure for payment to the contractor for work done under Bid Items 8, 9, 10, 11, 12 is effective immediately on this contract. The purpose of the change is to eliminate the need for computing and entering the establishment withholding amount (10% of the unit price) on progress and semi-final pay estimates.

Under the new procedure the bid items have been split as follows:

Bid Item		Unit Price	Quantity
8	Furnish and Plant Trees	20.25 90% of unit price	30
8A	Establishment Period Work	2.25 10% of unit price	30
9	Furnish and Plant Shrubs	5.40 90% of unit price	730
9A	Establishment Period Work	0.60 10% of unit price	730
10	Furnish and Plant Swamp Plants	1.80 90% of unit price	600
10A	Establishment Period Work	.20 10% of unit price	600
11	Furnish and Plant Vines and Ground Cover	0.765 90% of unit price	350
11A	Establishment Period Work	0.085 10% of unit price	350
12	Furnish and Plant Perennials	1.80 90% of unit price	125
12A	Establishment Period Work	0.20 10% of unit price	125

OUTLINE OF PAY ESTIMATE PROCEDURES

Progress Estimates

1. Quantities will be entered under items 8, 9, 10, 11, 12 only.

Semi-Final Estimate (All contract work has been completed; establishment period has started.)

1. Same as progress estimate.

Post-Semi-Final Estimate (All replacement planting completed and accepted; re-count of quantities installed completed. Establishment period ends.)

1. a) If no change from semi-final quantities shown under items 8, 9, 10, 11, 12 enter the same quantities under items 8A, 9A, 10A, 11A, 12A.

   b) If a change from semi-final quantities shown under items 8, 9, 10, 11, 12 adjust item 8, 9, 10, 11, 12 quantities accordingly and enter same quantity under 8A, 9A, 10A, 11A, 12A.

Final contract payment will be made after:

1. Post-final estimate quantities have been approved by the Final Checking Engineer.
2. Final Region Inspection Report and Third Notification Date has been received in Office Engineering.

VB:pr

cc: L. W. Rulien

7929 5

August 30, 1973

Aichele Landscaping, Inc.
11360 S. E. Stevens
Portland, Oregon 97266

Gentlemen:

The Oregon Transportation Commission on August 29, 1973, awarded to you State Highway Contract No. 7929 in the amount of $33,346.30 for landscape improvement in Mary S. Young State Park in Clackamas County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

hs

bc C. T. Kenney
Walt Hart
L. E. Young
Attn: Vince Gallagher
L. W. Rulien
Ray Olsen
Clair Kuiper
Ron Trout

7929

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 24, 1973

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Gentlemen:

NOTED
A. E. JOHNSON

Re: Proposed Development
Mary S. Young State Park

The enclosed plan describes proposed construction work at the above-referenced site. The work consists of landscaping, an irrigation system, and a small recreation dam. The dam will create a small pond with a maximum depth of approximately 7 1/2 feet for scenic and aesthetic purposes. Plans have been submitted to the State Engineer for approval.

A construction contract is proposed to be awarded on August 30, 1973. The estimated construction cost is $30,500. State Highway funds will be used for the project; no federal assistance will be utilized.

Please direct any questions and comments to this office, Tel. 378-6596, or to Warren Gaskill, State Highway Building, Salem 97310, Tel. 378-6305.

Very truly yours,

Walter J. McCallum
State Recreation Director

WJM:dc

Enclosure

cc: CRAG w/encl.
City of West Linn w/encl.
City of Lake Oswego w/encl.

bc: Fred B. Klaboe
A. E. Johnson
Gary L. Sund
L. W. Rulien
Warren Gaskill
Larry Jacobson
Frank Stiles w/encl.

RECEIVED
STATE HWY ENGR
JUL 24 '73
REFER TO
FOR
Info | Answ | I/D | D/R | Sign | Act | File

7931 Greenwood & Franklin Aves. 1973
(Bend) Sec., The Dalles-Cal.
Highway (Tr. signal install.)

7931

TP

OREGON STATE HIGHWAY DIVISION

FORM A-190 (REV 1-73)

HIGHWAY DIVISION INVOICE

NO. 117962

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-18-75	CC 1522		9-0605-299

CODE: BENDCTY

City of B nd
City Hall
Bend, OR 97701
ATTN: Mr. Arthur A. Johnson
City Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Topics Project T-5005 (5) Greenwood and Franklin Avenues Section The Dalles-California Highway City of Bend Covered by agreement dated 12-4-72 Contract No. 7931			
Advance Deposit		20,500.00	
Amount Previously Transferred		13,500.00	
Advance to Highway			7,000.00
City's share Per Attached Sheet		20,607.51	
Amount Previously Transferred		13,500.00	
			7,107.51
Balance Due From City			$ 107.51

RECEIVED
COUNTY & CITY SECTION
SEP 22 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ■ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

Invoice
H

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Bend
City Hall
Bend, Oregon 97701

Attention of Mr. Arthur A. Johnson
City Manager

Request No. (assigned by staff engineer or head of section) cc-1522

Date September 3, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Topics Project T-5005(5)
Greenwood & Franklin Avenues Section
The Dalles-California Highway
City of Bend
Covered by agreement dated 12-4-72
Contract No. 7931

Itemized Statement: CLR-DT-FILE #500505 Advance Deposit $20,500

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$20,500.00	
		Amount Previously Transferred	13,500.00	
				$7,000.00
		City's Share per Attached Sheet	20,607.51	
		Amount Previously Transferred	13,500.00	
				7,107.51
		Balance Due From City		$ 107.51
		(Attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $20,500

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $13,500

Give the number of the last previous request in connection with this same service. cc-1369

Credit distribution:
9-0605-299

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** September 3, 1975

CITY Bend **Contract No.** 7931 **Date Completed** 4-23-74

PROJECT # T-5005(5) **Section** Greenwood & Franklin Avenues

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$72,511.39
Construction Engineering	9,412.51
Preliminary Engineering	1,019.34
TOTAL PROJECT COST	$82,943.24
Federal Aid Funds Collected	41,728.21
BALANCE	$41,215.03
City share per agreement dated 12-4-72:	
50% of $41,215.03	$20,607.51
City's advance deposit 9-7-73	20.500.00
BALANCE DUE FROM CITY	$ 107.51

Reference: Billing Form cc-1522

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

O. VOUCHER NO. Final Voucher

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

6-11-75

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*

Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5005(5)

VOUCHER PERIOD: FROM 4-24-73 TO 6-11-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$82,943.24	$80,759.07	51.67%	$41,720.21	$41,720.21	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Greenwood Ave. and Franklin Ave. (Bend) Section					
	Deschutes County					
	Preliminary Engineering Type Code PE					
	Preliminary Engineering	All Required			$ 1,011.19	
	Total Preliminary Engineering Cost				1,011.19	
	Construction Type Code Y031 Traffic Signal Installation (contract 7931)					
	Final Contract Payment Summary	Lump Sum			$72,511.39	
	Total Construction Cost				$72,511.39	
	Construction Engineering State					
		All Required			7,236.49	
	Total Participating Cost				$80,759.07	
	Nonparticipating Items					
	Preliminary Engineering	All Required			8.15	
	Construction Engineering	All Required			2,176.02	
	Total Nonparticipating Cost				2,184.17	
	Total Cost				$82,943.24	
	AMOUNT CARRIED FORWARD.					

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-I

Summary of Completed Federal Aid Work

Greenwood Ave. and Franklin Ave. (Bend) Section

T-5005(5)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Preliminary Engineering	PE	$ 1,019.34	$ 522.48	---
Traffic Signal Installation	Y031	81,923.90	41,205.73	0.00 Mile
		$82,943.24	$41,728.21	0.00 Mile

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR

PAYEE

L. K. Comstock & Co., Inc.
136 West 9th St.
Albany, Oregon 97321

PAYEE L. K. Comstock & Co., Inc. 136 West 9th St. Albany, Oregon 97321	VOUCHER DATE 7-17-74	TOTAL AMOUNT $ 4,151.35

WARRANT NUMBER

CONTRACT NO. 7931	ESTIMATE NO. 7 Final	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
PERIOD COVERED: to 4-23-74		
APPROVED: 7-17-74 DESIGNATED AUTHORITY		This final claim has been authorized in the above amount. (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ______________________________ certify that I am ______________________

______________________________ that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

FORM 81-734-A20X TEMP.

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

61-734-1080

COUNTY DESCHUTES	CONTRACT NO. 7931	ESTIMATE NO. 7	PREFIX NO'S.
HIGHWAY THE DALLES-CALIFORNIA	FEDERAL AID PROJECT NO. T 5005005		
SECTION GREENWOOD AND FRANKLIN AVES (BEND)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	848.0000	100.000	848.00	848.00	
002	1P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	68838.0000	100.000	68838.00	68838.00	
	PRICE AGREEMENT ITEMS						
30201	1P CHANGE DETECTOR LOOPS	LUMP SUM	1941.0000	100.000	1941.00	1941.00	
	ADJUSTMENT ITEMS						
~~6001~~	~~P LIQUIDATED DAMAGES~~	~~DAYS~~	~~75.0000-~~	~~8.000~~	~~600.00-~~	~~600.00-~~	
6001A	P LIQ DAM TIME EXT 7-17-74	DAYS	75.0000	8.000	600.00		600.00
	FORCE ACCOUNT ITEMS						
801	1P FLAGGING 94001				126.60	126.60	
802	1P RELOCATE CONDUIT				372.05	372.05	
803	1P RAISE POLE MOUNTED VEHICLE SIGNALS				385.74	385.74	
		Type Code Y031	"P" Constr. Cost $72,511.39	"N" Constr. Cost $ —	Total $72,511.39		

DATE				
PREVIOUS VOUCHER NO. ~~07 16 74 PG. 01 7931~~ 47589	TOTAL CONTRACT ITEMS	71627.00	71027.00	600.00
CHECKED BY: CP/jr	% RETAINED ON CONTRACT ITEMS		3,551.35	3,551.35
ENGINEER OR AUDITOR N.D. Krehbiel	FORCE ACCOUNT	884.39	884.39	
	TOTAL PAYMENTS	72,511.39	68,360.04	4,151.35

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                        [illegible]  [illegible]  [illegible]  00 N 9                                       [illegible]
                        009   0604   299    00 N 9                            351.62         4,[illegible]1.62
                        009   0604   300    00 P 1                                           2,270.87
                        009   0604   900    00 N 1                                              [illegible].16
                                     TOT    P1                                               2[illegible],5[illegible].[illegible]
                                     TOT    N1                                                  [illegible].73
                                  ** JOB TOTALS **                     **               **  24,630.27

ENWOOD-FRANKLIN AVES    CONT NO 7931 * FA PROJ NOS T   505005 100
                        009   0605   201    00 P 1                                          72,511.39
                        009   0605   203    00 F 1                            600.00
                        009   0605   204    00 N 9                          3,551.35
                        009   0605   296    00 N 9                            722.21CR      55,228.21CR
                        009   0605   298    00 N 9                            722.21        41,723.21
                        009   0605   299    00 N 9                                          13,500.00
                        009   0605   900    00 P 1                            364.62         8,219.60
                        009   0605   900    00 N 1                             26.52           210.54
                        009   0605   900    01 P 1                                             500.00
ION OF JOB OR DEPARTMENT   PREFIX    FUNCTION   GR  CURRENT MONTH      YEAR TO DATE       TO DATE
                        009   0605   901    00 P 1                                              19.00
                        009   0605   901    00 N 1                                               8.25
                        009   0605   911    00 P 1                                             766.05
                        009   0605   911    00 N 1                                               1.22
                        009   0605   920    00 P 1                                              27.34
                        009   0605   920    00 N 1                                                .[illegible]CR
                        009   0605   921    00 P 1                                             193.00
                        009   0605   921    00 N 1                                                .[illegible]CR
                        009   0605   950    00 P 1                                             482.37
                                     TOT    P1                                964.62        82,724.56
                                     TOT    N1                                 26.52           218.69
                                     TOT    N9                              3,551.35
                                  ** JOB TOTALS **                     **   4,542.49  **    82,943.24 **

OPICS                   CONT NO          FA PROJ NOS T   526001 100
                        010   0601   296    00 N 2                                           2,2[illegible].[illegible]CR
                        010   0601   296    00   0                                             2[illegible]0.34CR
                        010   0601   298    00 N 9                                           2,2[illegible]9.66
                        010   0601   298    00   0                                             230.34
                        010   0601   407    00 P 1                                               4.50
                        010   0601   407    00 N 1                                                .28
                        010   0601   901    00 P 1                                             240.13
                        010   0601   901    00 N 1                                                .25
                        010   0601   906    00 P 1                                               6.17
                        010   0601   911    00 P 0                                             435.79
                        010   0601   911    00 P 1                                           4,305.48
                        010   0601   911    00 N 1                                               8.21CR
                        010   0601   923    00 P 1                                              35.45
                        010   0601   924    00 P 1          2.43                 37.63           37.63
                                     TOT    00                                                 435.79
                                     TOT    P1              2.43                 37.63         4,629.36
                                     TOT    N1                                                   7.68CR
                                  ** JOB TOTALS **
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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem Oregon 97308

DATE: August 12, 1975

In reply refer to: 1041AD/120.2

SUBJECT: Federal-aid and Emergency Relief Voucher Payments

FROM : G. L. Green, Division Engineer

TO : Mr. J. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Final vouchers on the following Federal-aid highway projects have been approved for payment in the amount submitted:

F-123(23)	$ 87.22	7
T-5001(1)	0.00	T
~~T-5005(5)~~	0.00	T
T-5010(7)	0.00	T
T-5019(7)	238.54	T
S-SU-31(8)	0.00	- 7
EHS-S-SG-157(3)	24.12	ER
ERFO 240(1)	7,572.43	
	$7,922.31	

R.O. Wright
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 13 '75
REFER TO
[illegible]
FOR

Info	Inves	R/D	D.R.	Sign	Act	File

TOPICS - ER

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY AUG 11 1975	[illegible]	[illegible]
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

RECEIVED
COUNTY & CITY SECTION
AUG 15 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

6-10-75

R

STATE COPY

.S. D RTMENT OF TRANSPORTATION
FED AL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter) Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT June 6, 1975	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. T-5005(5)
COMPLETION DATE April 23, 1974	ACCEPTANCE DATE BY CONTRACT AGENCY July 11, 1974	TIME ELAPSED $\frac{208}{211}$ = 98 %	CONTRACT TIME 200 CD
APPROVED EXTENSIONS 11 calendar days	LOCATION City of Bend, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUN 11 1975
Washington

GREENWOOD & FRANKLIN AVENUE SECTION
THE DALLES-CALIFORNIA HIGHWAY
City of Bend (Deschutes County
Traffic Signal Installation

NOTED
H.S. COULTER

This project provided for the installation of traffic signals at the intersection of The Dalles-California Highway and Greenwood and Franklin Avenue in the City of Bend.

All contract work was completed on April 23, 1974 at which time 208 calendar days had been used. The contract provided 200 calendar days plus the contractor was granted 11 days extension for a total allowable time of 211 calendar days.

The final cost of the project including engineering was $80,784.53 which is 0.2% under the contract authorization. The resident engineer's statement of overruns and underruns has been reviewed and is on file in the Division office.

All participating work on this project has been cmpleted.

The project signing and striping is complete.

A final inspection of the project was held on May 30, 1974.

RECEIVED
JUN 12 1975
Office of
Assistant State Highway Engineer

6-12-75
cy Const

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	DATE 6-11-75
TITLE Area Engineer	DATE 6-10-75	TITLE District Engineer	

Previous Editions Of PR-33E Will Not Be Used.

FORM FHWA-1446 B (12-73) FORMELY PR-33E

7931

R

Robert W. Straub
XXXXXXXXXX

May 30, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. T-5005(5)

Contract 7931, Work Completed April 23, 1974

Project Greenwood and Franklin Avenues (Bend)

Highway The Dalles-California

County Deschutes

Acceptance: State Highway Commission July 11, 1974
Federal Highway Administration May 30, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DC:ljt
cc: Richard Hacek
R. D. Church

7931

STATE COPY

MONTHLY TRANSACTION NUMBER 1-65	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 9	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Deschutes
MODIFICATION NUMBER 1	(PPM 21-7) 1-9-75	PROJECT NUMBER T-5005(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 17, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 80,754	$ 80,754
Federal Funds	$ 51,343	$ 41,728.21
Other revisions		

This modification is made for the following reasons:

To reduce federal funds to the amount available to the City of Bend.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of January, 1975.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 913-088

Oregon State Highway Division

Federal-Aid Project
No. T-5005(5)

GREENWOOD AVE. AND FRANKLIN AVE. (BEND) SECTION

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

Salem, Oregon, January 2, 1975

Revised project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 3,000.00

Type Code Y031
Traffic Signal Installation

Temporary Protection and Direction of Traffic	All Required	$ 848.00
Traffic Signal Installation, Complete	All Required	68,838.00
		$69,686.00

Anticipated Additional Items

Flagging (60% Contractor's Cost)	All Required	$ 500.00
Controller Testing	All Required	500.00
		$ 1,000.00
	Subtotal	$70,686.00
	10% Engineering	7,068.00
	Total	$77,754.00

Length of Project - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engr.	$ 3,000.00	$ 1,900.00	$ 550.00	$ 550.00
Roadway	77,754.00	39,828.21	18,962.89	18,962.90
Totals	$80,754.00	$41,728.21	$19,512.89	$19,512.90

Group 1 - 100%
Contract No. 7931
Prefix 9-0605

7931

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-35	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 9-17-73	COUNTY Deschutes
PROJECT REPORT NO. 6		PROJECT NO. T-5005(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City of Bend "The Dalles - California Hwy. @ Greenwood and Franklin Avenues
City of Bend"

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING	Field PS&E	12-1-72 4-24-73	0.0
RIGHTS-OF-WAY			
CONSTRUCTION		6-20-73	0.0
OTHER *(Specify)*			

FUNDS
Pro-rata 63.59%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 80,754	$ 51,343

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E. S. Hunter
Assistant State Highway Engineer
(Title)
By ______
______
(Title)
By ______
______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith
G.L. Green (Division Engineer)

Date executed by Division Engineer September 17, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 9-19-72.

Oregon State Highway Division

Federal-Aid Project
No. T-5005(5)

GREENWOOD AVE. AND FRANKLIN AVE. (BEND) SECTION

THE DALLES - CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

Salem, Oregon, September 7, 1973

Project agreement estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 3,000.00
Type Code Y031 Traffic Signal Installation		
Temporary Protection and Direction of Traffic	All Required	$ 848.00
Traffic Signal Installation, Complete	All Required	68,838.00
		$69,686.00
Anticipated Additional Items		
Flagging (60% Contractor's Cost)	All Required	$ 500.00
Controller Testing	All Required	500.00
		$ 1,000.00
	Subtotal	$70,686.00
	10% Engineering	7,068.00
	Total	$77,754.00

Length of Project ------ 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engr.	$ 3,000.00	$ 1,900.00	$ 550.00	$ 550.00
Roadway	77,754.00	49,443.00	14,155.00	14,156.00
Totals	$80,754.00	$51,343.00	$14,705.00	$14,706.00

Group 1 - 100%
Contract No. 7931
Prefix 9-0605

.7931

8

July 19, 1974

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

On July 16, 1974, we wrote to you concerning release of final payment on Contract No. 7931 awarded to L. K. Comstock & Company, Inc., for a traffic signal installation at the intersection of Greenwood and Franklin Avenues on The Dalles-California Highway in Bend, Deschutes County.

Final payment on this contract is $4,151.35 and the total contract amount is $72,511.39 including $884.39 for work performed under force account.

Very truly yours,

G. W. Reed
COMMISSION SERVICES

fhm
cc L. K. Comstock & Co., Inc.
136 West 9th St.
Albany, OR 97321

Seaboard Surety Co. AIR MAIL
90 William St.
New York 38, New York

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

7931

8

July 15, 1974

L. K. Comstock & Company
136 W. Ninth Avenue
Albany, OR 97321

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7931 for work on Greenwood & Franklin Ave. (Bend) in Deschutes County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 11 calendar days is granted, which will delete all liquidated damages. This is for added work (E.W.O.8 and E.W.O.2) and power line relocation.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keagey
V. L. Gallagher
V. E. Skoog
Carl Williams

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 10, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Idaho Line-Sheaville Section
I.O.N. Highway
Contract No. 7889
Request for Time Extension

L. W. Vail Company requests a 35-day extension of their contract time because of a laborer's strike in August of 1973 (actually there was no activity on this project at that time), time for remobilization after the operating engineer's strike was over in early August 1973 (time count was resumed on this project as of August 6 immediately after this labor dispute was resolved), and extension for the last ten days counted in 1973 (November 4 through November 13) because it was much less productive time, in effect substituted for the summertime not counted during the labor dispute.

Some pertinent chronology on this project is as follows:

Time started May 16, 1973 125 days allowed. (Would have expired about September 18, 1973)

Quarry drilling began week of June 2.

Time count stopped as of June 14 because of labor dispute (with 29 days counted)

Time count resumed as of August 6.

September 11 - started moving crusher in.

October 25 - started setting up A.C. plant.

"Stop Work" order as of November 14 (1,784 tons of A.C. laid) 129 days counted.

(New drum dryer plant arrived week of June 1, 1974)

Time count resumed June 17, 1974.

RECEIVED
JUL 11 1974
Office of
Assistant State Highway Engineer

Paving is currently underway with completion estimated around July 20 with about 160 days counted, or 35 days liquidated damages at $150 per day. In other words, the contractor's request is for a complete time extension.

You will note the Resident Engineer recommends 19 days extension on two reasons and I believe the first reason on which he recommends 9 days for the labor strike effect is very questionable. The Region Engineer recommends 50 days extension, so we have a wide range of opinions on this matter. I particularly note the Resident Engineer's statement that, "If no operating engineer's strike had occurred, the plant would have been available approximately on September 10, 1973". The time allowed would have expired about September 18, 1973 had there been no labor dispute interuption. In other words, it appears that a significant amount of the paving would have been done on liquidated damage time in any event and with no apparent reason for extension. I also particularly note that the time count was not resumed on the project until June 17 of this year. This would indicate that the contractor was given very fair consideration, as the time count could just as well have been resumed sometime in the last half of May.

I would recommend one week extension to allow for remobilization after the 1973 labor dispute was over in early August. I would also recommend extension for the 10 days the contractor requests for the November 1973 time counted. This would amount to 17 days extension which we would expect to be about half of the liquidated damage time that will accrue.

This was a State project. Rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: V. L. Gallagher

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 31, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 160 days, within which to complete our Contract No. 7889, without the assessment of liquidated damages. The said contract is described as follows:
Idaho Line - Sheaville

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached letter.

Respectfully submitted,

L. W. VAIL CO., INC.
Contractor

By James W. Harmon Secy.

CONSENT OF SURETY

Date May 31, 1974

We, UNITED STATES FIDELITY & GUARANTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Hilda S. Campbell
Attorney-in-fact Hilda S. Campbell

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7889 Contractor L. W. Vail Co., Inc.

Highway I.O.N.

Section Idaho Line-Sheaville

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 17 days time extension of contract time, (7 days for remobilization in August 1973 after the Operator's labor dispute was resolved, and 10 days the contractor requested for the less productive November 1973 replacement time counted).

Recommended for Approval:

Werner E. Schwartz
Division Engineer

John A. Bird
Construction Engineer ~~or Bridge Engineer~~

[redacted] State Highway Engineer

Contract No.	7889
Project designation	State
State-Federal	
Date awarded	April 30, 1973
Work started	May 28, 1973
Per cent completed	32% July 1, 1974
Date	
No. of Workdays Allowed	125
No. of Workdays Used	142, July 1, 1974
No. of Added Workdays Requested	50

[illegible]

L. W. VAIL CO., INC.

L. W. VAIL, TREASURER
LEE ALEXANDER, PRESIDENT

ASPHALT PAVING - - - ROOFING
GENERAL HIGHWAY CONSTRUCTION

OFFICE ON NORTH FOURTH STREET
P. O. BOX 847
PASCO, WASHINGTON 99301
PHONE:
547-9511

May 23, 1974

Oregon State Highway Division
Attn: C. D. Hiatt
P. O. Box 702
Ontario, Oregon 97850

Ref: Contract #7889

Gentlemen:

We wish to submit this letter as protest to the time charged against us on this project. Several situations are involved which were apparently not given any consideration.

First there was a labor strike which lasted a total of 10 calendar days. We were never given credit for this strike time.

Secondly, we feel entitled to some time for remobilization. As you know, due to the Operating Engineer's strike it was impossible for our subcontractor to crush the aggregate for this project. He, therefore, sent his crusher to another unencumbered project. When the operator's strike came to an abrupt end none of us were in a position to immediately commence operations. We feel a fair remobilization time to be 15 calendar days.

Our original intent was to complete the Olds Ferry project and move our 12000# CMI Batch Plant onto the Idaho Line-Sheaville job. However, the operator's strike stopped operations at the Olds Ferry project and made it impossible to consider this plant. We, therefore, had to delay paving until the present plant was available. We feel that many more days than the 15 days requested were involved. However, we have no way of knowing what your reaction is to these related entanglements.

Thirdly, from the time our operations began until the shutdown was finally authorized, weather conditions were completely unfavorable.. We experienced unfavorable temperatures every day, limiting the actual paving hours, high winds, rain, snow and extremely soft shoulders which hampered the operations of our equipment. We, therefore, feel that the 10 days charged from November 4 thru Novemoer 14 should not have been charged.

OREGON STATE HIGHWAY DIV.
RECEIVED
MAY 2- 1974
C. D. HIATT
Resident Engineer

Because of the reasons stipulated in the foregoing paragraphs we request that you consider a total additional time extension on this project of 35 calendar days. If additional information is necessary to corroborate our claim please contact us and we will make every effort to forward it to you.

Very truly yours,

L. W. VAIL CO., INC.

James W Harmon
James W. Harmon

JWH:bw

7931

8

July 11, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7931, Work Completed April 23, 1974

Project Greenwood and Franklin Aves. (Bend)

The Dalles
Highway California, County Deschutes

Type of Work Traffic Signal Installation

Contractor L. K. Comstock and Company, Inc.

Recommended Acceptance Date July 11, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:bz

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

7931

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 10, 1974

In reply refer to: 10-41-B4

SUBJECT: Oregon Project T-5005(5)
Greenwood & Franklin Ave. (Bend) Section
Contract Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in an eleven-day extension of contract time on the subject project as explained in Mr. H. S. Coulter's letter of July 8, 1974.

D.K. Hosner
for G. L. Green

RECEIVED
JUL 12 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 11 '74
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
A. E. JOHNSON

7-12-74
cy Const.
Williams
Gallagher

NOTED
H.S. COULTER

7931

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. M. Williams
V. L. Gallagher

July 8, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Greenwood & Franklin Ave. (Bend) Section
F.A. Project No. T-5005(5)
Contract 7931

L. K. Comstock and Company, Inc., contractor for this traffic signal installation project, has requested an additional 20 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites work added to the contract by three orders and relocation work performed by a utility company as delaying the project completion.

The contract was awarded September 7, 1973, with 200 calendar days allotted to complete the work. On April 23, 1974, the work was completed with 208 calendar days charged.

Extra work delayed the project completion by approximately ten days. Raising the pole-mounted vehicle signals (Extra Work Order 8) caused a one-day delay; changing the detector loops (Price Agreement 2) delayed completion seven days; and relocating conduit (Extra Work Order 2) delayed completion an additional two days. Project completion was delayed approximately one day due to the necessity of rescheduling erection of one pole. Erection of the pole could not be performed until Pacific Power & Light Company raised their lines to provide adequate clearance. Total delay to the project completion for all reasons was therefore eleven calendar days.

Your concurrence is requested in an eleven-day extension of contract time which would delete all liquidated damages that accrued at the rate of $75 per day, or $600.

JAB:fr ia

#7231

STATE COPY

Wash DC (HHO-32)

5-30-74

U.S [illegible]TMENT OF TRANSPORTATION
FEDE[illegible]AL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

OSHD (Coulter)
Area Engr Carter

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes	DIVISION Oregon

IN COMPANY WITH
H. Metke, City of Bend; R. Sandman, OSHD; N. Krehbiel, OSHD;
D. Aas, OSHD

DATE OF INSPECTION 5/30/74	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. T-5005(5)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED % 104	WORK COMPLETED % 100

GREENWOOD AND FRANKLIN AVE. SECTION
THE DALLES-CALIFORNIA HIGHWAY
CITY OF BEND (DESCHUTES)
Traffic Signal Installation

This project provided for the installation of traffic signals at the intersection of the Dalles-California Highway and Greenwood and Franklin Ave. in the City of Bend.

The contract work was completed on May 15, 1974 at which time 208 calendar days had been used. The contract provided for 200 calendar work days.

The work has been completed in substantial conformity with the plans and specifications and it is recommended the project be accepted.

While observing the signal installation it was noted pedestrians were having some difficulty crossing the street as the walk signals must be manually activated. Although signs at the crossing points direct pedestrians to press the walk indicator button, the pedestrians using the crossings at the time of this inspection did not appear familiar with the operation of the crosswalk indicator. Possibly a newspaper article explaining the use of the crosswalk indicator at these two locations would be beneficial. The crosswalk indicator could also be tied into the green phase of the traffic signal if heavy pedestrian use occurs.

RECEIVED
JUN 5 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

6-5-74
cy Const.

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7931

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Greenwood & Franklin Ave- (Bend)	WEEK ENDING: May 25, 1974	
	SECTION PREFIX: 9-0605	
HIGHWAY: The Dalles-California	COUNTY: Deschutes	
NAME OF JOB: Greenwood & Franklin Aves. (Bend)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: L. K. Comstock & Company, Inc	CONTRACT NUMBER: 7931	FEDERAL AID PROJECT NUMBER: T-5005(5)
DATE OF CONTRACT: September 7, 1973	DATE WORK STARTED: October 18, 1973	ESTIMATED COMPLETION DATE: May, 15, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 200	WORK DAYS USED: CALENDAR DAYS USED: 208
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 104
PROJECT AUTHORIZATION: $80,935.47		
EXCLUSIVE OF ENGINEERING: $73,866.87	ENGINEERING AUTHORIZATION: $7,068.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST excl of engr: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $73,866.87	this week 00.00 ENGINEERING COST TO DATE: $6,981.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl engr: 91
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 99 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. cloudy, warm	0		
MONDAY	Clear, warm a.m. P. cloudy, p.m.	0		
TUESDAY	P. cloudy, warm	0		
WEDNESDAY	P. cloudy, warm	0		
THURSDAY	cloudy, warm	0		
FRIDAY	Cloudy, warm	0		
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK: -

SUNDAY 5/19/74	No work
MONDAY 5/20/74	No work
TUESDAY 5/21/74	No work
WEDNESDAY 5/22/74	No work
THURSDAY 5/23/74	No work
FRIDAY 5/24/74	No work
SATURDAY 5/25/74	No work

REMARKS

Contract work completed, working on semi final.

Const. (1)✓
Region (1)
File (1)

SIGNED W. H. Farr FOR N. D. Krehbiel LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7931 5

January 7, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

Federal-aid Project
No. T-5005(5)

SUBJECT Request Change Order Approval

Contract 7931, State Force Order No. 1

Project Greenwood & Franklin Avenues (Bend)

Highway The Dalles-California

County Deschutes

This order covers the cost of testing, by the State testing lab, the traffic signal controller furnished on this project.

Copies of the Engineer's letter are attached.

The estimated cost of this work is $500 with Federal participation in the amount of $300. Reimbursement on an actual cost basis is requested.

Your approval as of December 11, 1973 is requested.

Attach.

[illegible]:dg

7931

5

December 28, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM
L. H. Young
Office Engineer

Federal-aid Project
No. T-5005(5)

SUBJECT Request Change Order Approval

Contract 7931, Extra Work Order No. 2

Project Greenwood & Franklin Aves. (Bend)

Highway The Dalles-California

County Deschutes

This order covers the cost to relocate two conduits which were installed on private property. The conduits between Pole Base #3 and the pedestrian push button post base located at the corner of Greenwood Avenue were installed in a straight line across property of a Texaco Service Station with the permission of the station operator. The station operator was not the property owner and the conduits must be relocated off of this private property.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer December 21, 1973.

Your approval as of December 21, 1973 is requested.

Attach.

BMW:lsk

T

SEAL OF THE CITY OF BEND, DESCHUTES COUNTY, OREGON 1905
CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

December 4, 1973

RECEIVED
COUNTY & CITY SECTION
DEC 6 - 1973
☑ ENGR. ☐ COOR. ☑ CE ☑ KE ☑ UE
☑ DPE ☑ CE ☒ DE ☒ RPE ☐

Mr. H. S. Cox, County & City Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Cox:

One of our City Commissioners is a member of the League of Oregon Transportation Committee. Apparently at their last meeting some representatives of the State Highway Department were present to discuss various funding programs. He said it was reported that some TOPICS funds are still available and if this is correct, I hope we will be considered for the additional cost that will be incurred for our traffic lights at 3rd & Franklin and 3rd & Greenwood. As you will recall, the lights were considerably over the estimate contained in our TOPICS report.

Sincerely,

Art
Arthur R. Johnson
City Manager

ARJ:at

5

7931

FORM PR-33A
(REV. 3-68)

OSHD (Coulter)
Region
Wash DC

11-14-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Deschutes	Division Oregon
Date of Inspection 11/14/73	Inspection Made By D. B. Carter, Area Engineer		Project No. T-5005(5)

In Company With

Location
The project is located at the intersection of The Dalles-California Highway and Greenwood and Franklin Avenues in the city of Bend in Deschutes County.

COPY SENT
DEC 05 1973
REGIONAL OFFICE

Contractor Name and Address
L. K. Comstock & Co., Albany, Oregon

Award Date 9/7/73	Contract Amount $69,686.00	Time Allowed 200 Cal Days	Time Started 9/19/73	Work Started 10/18/73
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 23.5 %	Work Completed 5%	

Roadbed (Width) NA *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	CENTER (Inches)	WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Traf Signal Installation	Y031	NA	NA	NA	NA	NA		

REMARKS: **(Report details of statewide inspection-in-depth on form PR-33D)*

GREENWOOD AND FRANKLIN AVE. SECTION
THE DALLES-CALIFORNIA HIGHWAY
CITY OF BEND (DESCHUTES)
Traffic Signal Installation

12-5-73
Const,
Cy Young

1. Introduction:

This project provides for the installation of traffic signals at the intersection of The Dalles-California Highway and Greenwood and Franklin Aves. in the city of Bend. A preconstruction conference for the project was held on October 9, 1973.

2. Work Completed:

The contractor has the signal pole foundations approximately 90% dug. The loops have been cut at the 3rd and Franklin Ave. location.

3. Work in Progress:

The contractor was excavating a trench at the 3rd and Greenwood location.

NOTED
H.S. COULTER

4. Labor Compliance and EEO:

The contractor's payrolls are current. The contractor has named Mr. David W. Larson as his EEO officer.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

7931

November 5, 1973

L. E. Comstock & Company, Inc.
136 West 9th Street
Albany, Oregon 97321

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 7931 for traffic signal installation on Greenwood and Franklin Avenue in the City of Bend on The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Seaboard Surety Company
90 William Street
New York, New York 10038

bc G. T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F Putnam
N. D. Krehbiel

7931

October 10, 1973

Seaboard Surety Company
90 William Street
New York, New York 10038

Gentlemen:

On Contract No. 7931 for $69,666 awarded to L. K. Comstock & Company, Inc., the State Insurance Department has notified us that they cannot approve Eleanor Doudera signing as Attorney-in-Fact for your company as there is no Power of Attorney on file for her.

We cannot accept a Power of Attorney sent to us. All our contracts are cleared through the Insurance Department as to authority of the Attorney-in-Fact.

Please file a Power of Attorney for Eleanor Doudera with the Insurance Department, 158 N.E. 12th Street, Salem, Oregon 97310. There is a registration fee of $5.

If you do not wish to file a Power of Attorney, please have someone sign who has proper authorization and return the two copies of this contract to our office.

Very truly yours,

C. W. Hand, Manager
ADMINISTRATIVE SERVICES

By
R. M. Graham, Assistant Manager

hz
Enclosures

cc L. K. Comstock & Company, Inc.
136 West 9th Street
Albany, Oregon 97321

bc C. T. Kassey
Walt Hart
J. F. Putnam
H. D. Krehbiel

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF BEND
CITY HALL
BEND, OREGON 97701
Attention of Mr. Arthur A. Johnson
Manager

Request No. (assigned by staff engineer or head of division) cc 1369

Date October 5, 1973

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Itemized Statement:

Advance Deposit $20,500

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for TOPICS Project T-5005(5) The Dalles-Calif. Hwy. @ Greenwood & Franklin Aves. CCR-DT File #500505 Covered by Agreement dated 12/4/72 TO BE RETAINED		13,500 $ 7,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 20,500

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 9-0605-299

Submitted by: RB
Richard Bladorn, County/City Sect.

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

7931

5

September 18, 1973

L. E. Comstock & Company, Inc.
136 West 9th Street
Albany, Oregon 97321

Gentlemen:

We are returning both copies of Contract No. 7931 for traffic signal installation on the Greenwood and Franklin Avenues in the City of Bend on The Dalles-California Highway in Deschutes County and your Performance Bonds.

Our Legal Counsel advises that it is necessary that your surety use the Performance Bond provided in the contract. The instructions are outlined on the blue slip.

It is also necessary that Thomas E. Kern sign on Page 9. Please return the contracts to this office for further handling.

Very truly yours,

G. W. Reed, Manager
ADMINISTRATIVE SERVICES

bs
Enclosures

bc C. T. Kessey
Walt Hart
J. F. Putnam
H. D. Krehbiel

Oregon State Highway Division

Federal-Aid Project
No. T-5005(5)

GREENWOOD AVE. AND FRANKLIN AVE. (BEND) SECTION

THE DALLES - CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

Salem, Oregon, September 7, 1973

Project agreement estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 3,000.00
Type Code Y031 Traffic Signal Installation		
Temporary Protection and Direction of Traffic	All Required	$ 848.00
Traffic Signal Installation, Complete	All Required	68,838.00
		$69,686.00
Anticipated Additional Items		
Flagging (60% Contractor's Cost)	All Required	$ 500.00
Controller Testing	All Required	500.00
		$ 1,000.00
	Subtotal	$70,686.00
	10% Engineering	7,068.00
	Total	$77,754.00

Length of Project ------ 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engr.	$ 3,000.00	$ 1,900.00	$ 550.00	$ 550.00
Roadway	77,754.00	49,443.00	14,155.00	14,156.00
Totals	$80,754.00	$51,343.00	$14,705.00	$14,706.00

Group 1 - 100%
Contract No. 7931
Prefix 9-0605

7931

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Arthur R. Johnson
City Manager
City Hall
Bend, Oregon 97701

September 7, 1973

RE: TOPICS Project T-5005(5)
The Dalles-California Hwy. @
Greenwood & Franklin Avenues

Dear Mr. Johnson:

This will acknowledge receipt of the City of Bend's check in the amount of $20,500, which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded today.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:lat

bc: R. L. Schroeder
L. E. George
L. H. Young
J. F. Putnam

NOTED
R. L. SCHROEDER

RECEIVED
SEP 7 1973
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

DETACH BEFORE DEPOSITING

DATE	INVOICE NUMBER	DESCRIPTION	INVOICE AMOUNT	DISCOUNT	BALANCE
		Traffic signals on Third Street			

NOT NEGOTIABLE

CITY OF BEND, OREGON

T

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

September 6, 1973

Mr. H. S. Cox, County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5005 (5)
The Dalles-California Highway
Greenwood & Franklin Avenues

Dear Mr. Cox:

The Bend City Commission, at their regular meeting held last night, recommended acceptance of the bid for the two traffic signals on 3rd Street.

Enclosed you will find our advance deposit check in the amount of $20,500.

Sincerely,

Arthur R. Johnson
City Manager

RECEIVED
OSHD FINANCE BRANCH
Check # 001269 Amt. 20,500
By C C Haveland Date 9/7/73
For ADVANCE DEPOSIT

ACCT. # 500505

RECEIVED
COUNTY & CITY SECTION
SEP 7 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ BE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

ARJ:bb
Encl.

7931

5

bc C. T. Keasey
Walt [illegible]
L. H. [illegible]ung
Attn: Vince Gallagher
J. F. Putnam
N. D. Krehbiel
Wm. Geibel (SAIF)

September 7, 1973

L. K. Comstock & Company, Inc.
136 West 9th Street
Albany, Oregon 97321

Gentlemen:

The Oregon Transportation Commission on August 29, 1973, accepted your proposal for traffic signal installation on Greenwood and Franklin Avenue in the City of Bend on The Dalles-California Highway in Deschutes County in the amount of $69,686 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Bend and the Federal Highway Administration is received, and the sum of $20,500 is deposited by the City.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7931.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 19, 1973.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L.H. Young
L. H. Young
Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of August 29, 1973 is requested in the award of contract for the Greenwood & Franklin Aves. (Bend) Section, Project No. T-5005(5).

The contractor receiving the award is L.K. Comstock & Co. Inc., in the amount of $69,686.00, with Contract No. 7931 assigned. This bid was received on August 23, 1973 and awarded on September 7, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date SEP 10 1973

I concur in the award.

G.L. Green
Division Engineer

NOTED
R. D. [illegible]

Chas

RECEIVED
SEP 11 1973
OFFICE ENGINEERING SECTION

NOTED
R N CHASE

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7931

5

Salem, Oregon

September 6, 1973

Norman D. Krehbiel
Resident Engineer

Contract Payment Engineer

Contract No. 7931

The attached Form 124-RE-1, example attached, is to be submitted to the contractor, to be completed by him, and returned to the resident engineer prior to the first contract payment.

The form should be attached to the first pay estimate submitted by the resident engineer for payment to the contractor.

VG:pr

cc: J. F. Putnam
Regional Engineer

Salem, Oregon

September 6, 1973

Norman D. Krehbiel
Resident Engineer

Contract Payments Engineer

Materials and Labor Report, Form PR-47

Contract 7931

FAP No. T-5005(5)

The contractor is to complete and submit the attached Form PR-47 to your office prior to your final acceptance date (Third Notification). Contract Special Provisions, Subsection 105.18.

Please forward the completed form to L. H. Young, Office Engineer, Salem. Do not submit it with the semifinal data.

Attach.

VG:pr

7931

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MEMO TO THE FILES
September 5, 1973

RE: TOPICS Funds

The estimated costs for the following TOPICS projects are expected to exceed the available Federal funds allocated to the cities involved. Therefore, it will be necessary to limit the amount of Federal funds collected for each project until such time as more funds become available or other arrangements are made:

CITY	PROJECT NO.	CONTRACT NO.	FEDERAL FUND LIMIT
ASHLAND	T-5002(2)	(to be awarded)	$ 67,000
BEND	T-5005(5)	7931	$ 40,000

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat

cc: R. L. Schroeder
V. E. Skoog
L. H. Young

NOTED
R. L. SCHROEDER

RECEIVED
SEP 6 1973
[illegible]

7931

5

August 30, 1973

L. K. Comstock & Company Inc.
136 W. Ninth Avenue
Albany, Oregon 97321

Gentlemen:

The Oregon Transportation Commission on August 29, 1973, accepted your bid in the amount of $69,606 on the Greenwood and Franklin Avenues (Bend) Section of The Dalles-California Highway in the City of Bend in Deschutes County, which was the low bid received for that job on August 23, 1973.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as approval of the City of Bend and the Federal Highway Administration is received, and the sum of $20,500 is deposited by the City. When these conditions have been fulfilled, we will let you know.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

td
bc C. T. Keasey
Walt Hart
J. F. Putnam
H. D. Krehbiel
L. H. Young
Attn: Vince Gallagher

7931

bc: R. L. Schroeder 5
L. H. Young
J. F. Putnam

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

~~GEORGE M. BALDWIN~~
~~Administrator of Highways~~

Mr. Arthur A. Johnson
City Manager
City Hall
Bend, Oregon 97701

August 23, 1973

RE: TOPICS Project T-5005(5)
The Dalles-California Highway @
Greenwood & Franklin Avenues

Dear Art:

Bids were opened today for construction of the subject project. The apparent low bid was submitted by L. K. Comstock and Company, Inc., of New York (Kern Electric Co., Inc., of Albany).

The anticipated cost based on the low bid is as follows:

Contractor's bid		$69,686
Anticipated additional items:		
Flagging	$500	
Controller Testing	500	1,000
		70,686
Engineering & Contingencies (14½%)		10,249
		80,935
Estimated preliminary engineering to date		1,565
TOTAL ESTIMATED PROJECT COST		82,500
Estimated Federal Funds Available		41,500
Balance to be shared by City & State		$41,000
CITY'S ADVANCE DEPOSIT:		
50% of Balance		$20,500

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $20,500) payable to the Oregon State Highway Division, and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer

NOTED
R. L. SCHROEDER

RECEIVED
AUG 24 1973
Office of
Assistant State Highway Engineer

RHB:lat

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

TOPICS
BID RESULTS
BEND

AGC

PROJECT NO.: #31
DESCHUTES COUNTY - GREENWOOD & FRANKLIN AVES.
(BEND) SEC.-THE DALLES-CALIFORNIA HWY IN BEND

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: AUGUST 23, 1973 **PAGE 1**

1/ L.K. Comstock Albany 69,686
2/ Hamilton Elec. Eugene 74,851
3/ Power City Elec. Spokane 77,956
Sims Elec. Medford 84,575

79,000

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Traffic Temporary Protection & Direction of	1	848	945	3280
	L.S. Traffic Signal Installation, Complete	2	68,838	73,906	74,676
			69,686		

S-1370 4/73

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner.

PRINTED IN U.S.A.

GREENWOOD & FRANKLIN AVES. (BEND) SECTION

THE DALLES-CALIFORNIA HIGHWAY

DESCHUTES COUNTY

FAP No. T-5005(5)
Traffic Signal Installation

Bids Received August 23, 1973

1. Temporary Protection and Direction of Traffic	All Specified	$ 2,000.00
2. Traffic Signal Installation, Complete	All Specified	77,000.00
	For Comparison of Bids	$ 79,000.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 79,000.00	69,686
Anticipated Additional Items:			
Flagging (State Share)	500.00		
Controller Testing	500.00	1,000.00	1000
		$ 80,000.00	70,686
Contingencies (4-1/2%)		3,600.00	
Engineering (10%)		8,000.00	10,249
Estimated Net Authorization, Constr.		$ 91,600.00	80,935
Est. PE to date			1565
			82,500
Est. Fed. Fund available			41,500
Balance to be shared by City & St.			41,000
City's Ad. Dep.			20,500

8-23-73
Phoned City (spoke to Recorder) and passed on the above info.

(30) COLUMBIA COUNTY: Longview Interchange Section of the Lower Columbia River Highway approx. 0.5 mile northwest of Rainier. FAP No. F-221(13). Highway illumination.

L. K. Comstock & Company Inc., Albany	$ 99,074.00
Sims Electric Inc., Roseburg	100,500.00
Christenson Electric, Inc., Portland	102,786.00
Hamilton Electric Inc., Eugene	111,374.00

REJECTED ALL BIDS.

(31) DESCHUTES COUNTY: Greenwood and Franklin Avenues (Bend) Section of The Dalles-California Highway in Bend. FAP No. T-5005(5). Traffic signal installation.

L. K. Comstock & Company Inc., Albany	$69,686.00
Hamilton Electric Inc., Eugene	74,851.00
Power City Electric Inc., Spokane, Washington	77,956.00
Sims Electric of Medford, Inc., Medford	84,575.00

The Commission authorized the Administrator of Highways to award the contract to the low bidder as soon as approval of the City of Bend and the Federal Highway Administration is received, and the sum of $20,500.00 is deposited by the City. (Contract No. 7931)

(32) JOSEPHINE COUNTY: Manzantia Safety Rest Area on the Pacific Highway approx. 5 miles north of Grants Pass. FAP No. I-5-2(75)64. Treatment plant building and utilities.

Ausland Construction Co., Grants Pass	$113,400.00
Pacific West Construction Co., Salem	133,700.00
Roy D. Garren, Myrtle Creek	145,053.00

The Commission authorized the Administrator of Highways to award the contract to the low bidder as soon as approval of the Federal Highway Administration is received. (Contract No. 7932)

(33) LANE COUNTY: Delta Highway-Coburg Road (Eugene) Section located between Willamette River Bridge and Ferry Street Bridge on the north bank of the Willamette River in Eugene. State Project. 1.19 mile of grading and paving of bikeway.

Benge Paving, Inc., Eugene	$105,831.70
Dan D. Allsup Contractor, Inc., Eugene	107,913.00
Robert L. Jensen, Veneta	115,578.00
Delta Construction Co., Eugene	126,165.00
Hellsgate Contruction Co., Inc., Oakridge	132,870.00

AWARDED TO LOW BIDDER. (Contract No. 7933)

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE AL AID PROJECT NO.: T-5005(5)

STATE PROJECT NO.: GREENWOOD AVENUE - FRANKLIN AVENUE

COUNTY NAME: DESCHUTES

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON
7-27-73

PROGRAM NO.:

ITEM NO.: T-75

TO:
MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
JUNE 20, 1973	JUNE 20, 1973	TOPICS	VARIOUS

RECEIVED
STATE HWY ENGR
JUL 30 '73
REFER TO
Hunter
FOR
Info [illegible] [illegible] DIR Sign Act File

GENERAL LOCATION:
CITY OF BEND

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 19, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OFFICE ENGINEERING SECTION
RECEIVED
1973

NOTED
A. E. JOHNSON

DATE: 7-27-73

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

Glenn

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7931

July 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT P.S. & E. Authorization and
Advertising Notification

Revised P.S. and E. documents have been submitted to your department for the following listed projects. We plan to receive bids on these previously authorized projects on August 23, 1973.

I-5-2(73)64 -- Manzanita Safety Rest Area
I-5-5(62)283 -- Baldock Safety Rest Area
I-80N-1(33)10 -- N.E. 122nd Ave. Interchange
T-5005(5) -- Greenwood Ave. and Franklin Ave. (Bend)
T-5012(1) -- 4th St.-5th St. (Grants Pass)

Attached is a copy of our advertising data for the bid opening of August 23, 1973.

DAR:bb
Attach.

Sent T-5005(5) CL.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 27, 1973

SUBJECT: Right of Way Status
TOPICS
Bid opening August 23, 1973
Greenwood & Franklin Ave. S. (Bend)
The Dalles - California Highway
Deschutes County

To: L. H. Young
Office Engineer

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for this project.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

John R. Oakes
John R. Oakes
Assistant R/W Engineer

JRO:ha

cc A. E. Johnson
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

NOTED
R. D. ASBURRY

NOTED
R N CHASE

RECEIVED
JUL 27 1973
OFFICE ENGINEERING SECTION

7931

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

July 5, 1973
Salem, OR 97310

To: L. H. Young
Office Engineer

BUILDING

SUBJECT: Utility Status Report
for July 26, 1973

The status of negotiations with utilities for the following TOPICS projects for this letting is as follows:

SW LOWER BOONES FERRY RD @ SW COUNTRY RD
Project No. 5025(25) Signals

The following utilities have facilities in the area: The City of Lake Oswego, Lake Grove Water District, Northwest Natural Gas Company, Portland General Electric Company, Pacific Northwest Bell Telephone Company. Our field information indicates the signals can be placed without conflicting with the existing utilities. No delay to the project is anticipated.

GREENWOOD AND FRANKLIN AVENUES (BEND) SECTION
Project No. T-5005(5) Signals & Signing

The following utilities own facilities in the area: Pacific Power & Light Company, Pacific Northwest Bell Telephone Company, Cascade Natural Gas Company, and the City of Bend. Field investigation shows that the signals can be placed without conflict to these utilities. No delay to the project is anticipated.

I certify to the best of my knowledge that the above statements are correct in regards to the utilities negotiations with the projects listed above.

Phil G. Preston
Phil G. Preston
Utility Special Studies Engineer

PGP:jly

cc: ~~H. S. Coulter~~
J. F. Putnam
W. E. Schwartz
V. E. Skoog
J. B. Boyd
C. G. Swenson
R. N. Chase (6)

RECEIVED
JUL 5 1973
Office of
Assistant State Highway Engineer

Oregon State Highway Division

Federal Aid Project
No. T-5005(5)

GREENWOOD AVE. AND FRANKLIN AVE. (BEND) SECTION

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

Salem, Oregon, June 19, 1973

P.S. & E. Estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 3,000.00
Type Code Y031 Traffic Signal Installation		
Temporary Protection and Direction of Traffic	All Required	$ 2,000.00
Traffic Signal Installation, Complete	All Required	77,000.00
		$79,000.00
Anticipated Additional Items		
Flagging (60% of Contractor's Cost)	All Required	$ 500.00
Controller Testing	All Required	500.00
		$ 1,000.00
	Subtotal	$80,000.00
	10% Engineering	8,000.00
	Total	$88,000.00

Length of Project - - - - 0.0 mile

Summary of Funds

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 1,900.00	$ 550.00	$ 550.00
Roadway	88,000.00	55,932.00	16,034.00	16,034.00
Totals	$91,000.00	$57,832.00	$16,584.00	$16,584.00

Group 1 100%

Contract No.

Prefix 9-0605

7931

June 19, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT P.S. & E. Authorization Request
Greenwood Ave. and Frnaklin Ave.
(Bend) Section
Oregon Project No. T-5005(5)

P.S. & E. documents have been submitted to your department for the subject project, and accordingly, we are requesting your advertising authorization.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status report.

T

June 19, 1973
(date)

Mr. Arthur A. Johnson
City Manager
City Hall
Bend, Oregon 97701

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway The Dalles-California TOPICS Project T-5005(5)

Section Greenwood & Franklin Avenues: Traffic Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

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COUNTY & CITY SECTION
JUN 21 1973
☑ ENGR ☑ COOR. ☑ UE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

June 20, 1973
(date)

By Arthur A. Johnson
City Manager

By ____________________
Commissioner

By ____________________
Commissioner

cc: Duane Ridings
(L H Young)

7931

5

MEMO TO FILE
June 15, 1973

RE: TOPICS Project T-5005(5)
The Dalles-California Highway @ Greenwood & Franklin Avenues
City of Bend

A meeting concerning the subject project was held in the Bend City Manager's office today.

The latest cost estimate for the project is as follows:

Traffic Signals (2 intersections)		$92,000
Citywide signing		10,000
	TOTAL	$102,000
City's available TOPICS funds		65,000
	OVERRUN	$ 37,000

Several methods for reducing the project cost were discussed.

City agreed to the following:

1. 8-phase traffic signals with mast arms and all new equipment to be installed at both intersections.
2. Citywide signing to be removed from project.
3. State and City to share equally (per agreement) anticipated project cost overrun. State & City share estimated to be $26,500 each.

RECEIVED
STATE HWY ENGR
JUN 18 '73
REFER TO
FOR
Info Invest R/D D/R Sign Act File

F. B. KLABOE
NOTED

Present at the meeting were:

City:	Art Johnson	OSHD:	Jim Putnam
	Jack Donahue		Bob Lammert
	Harry Metke		Bill Zirbes
			Dick Bladorn

Richard H. Bladorn

Richard H. Bladorn
Urban Program Engineer
County and City Section

RGB:lat
cc: F. B. Klaboe
R. L. Schroeder
L. E. George
L. H. Young
J. F. Putnam

7931

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-24-73

F L AID PROJECT NO.: T-5005(5)

STATE PROJECT NO.: THE DALLES-CALIFORNIA HWY @ GREENWOOD & FRANKLIN AVES.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-75

COUNTY NAME: DESCHUTES

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR
APR 25 '73
REFER TO
FOR
Info
Inves
R/D
O/R
Sign
Act
File

NOTED S. HUNTER

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: APRIL 24, 1973

FEDERAL ROUTE NUMBER: PRIMARY ROUTE #4

STATE ROUTE NUMBER: THE DALLES-CALIFORNIA HWY. ROUTE #4

GENERAL LOCATION:

BEND, OREGON

GENERAL DESCRIPTION OF WORK:
LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH PARAGRAPH 10 OF PPM 20-8 IS GIVEN EFFECTIVE APRIL 24, 1973 AND YOUR ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (*Specify*)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
THIS APPROVAL IS BASED ON THE INFORMATION FURNISHED WITH MR. YOUNG'S APRIL 13, 1973 LETTER AND THE APRIL 23, 1973 FHWA CONCURRENCE IN A NEGATIVE ENVIRONMENTAL STATEMENT.

RECEIVED STATE HWY ENGR
APR 25 '73
REFER TO Hunter THA
FOR
Info
Inves
R/D
O/R
Sign
Act
File

RECEIVED
APR 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4-25-73
Copy to Young

DATE: 4-24-73

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt. for

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

TION NO. 4-52

O.W.O. APR 24 1973

PROJECT LOCATION (45 typewriter spaces): City of Bend	ADT	FUTURE: NA	YEAR: NA	REGION: 10	STATE NAME: Oregon	STATE CODE: 35	APPN. CODE: 077
ITEM NO.: 75							

OF PROPOSED WORK (35 spaces): Traffic Signals & Signs

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FM ROUTE NO / SUPV ASCY / DA CLASSIF. / DA AREA / EMERG. YR. / PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) T- NUMBER-AGR. NO. 5005(5)

I PROJECTS ONLY: POST MI. / DESIG.

EDERAL FUNDS[1]: TOPICS

COUNTY NAME: Deschutes — CODE 017

AN AREA: Bend

F.A. SYSTEM: Secondary, Primary & Primary II

RTE NO.: STP — FEDERAL AID: Various — STATE: — U.S.:

WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	PE ROW CONST		ITEM AS NOW PROGRAMED	75	T-5005(5)	City of Bend "E. Vail Ave.- E. Burnside Ave. Section"	0.0 0.0	5,000 65,000	3,100 41,300	950 950 (City) 11,850 11,850 (City)	Preliminary Engineering all phases; install traffic signals, traffic signs; pavement striping.
						PROJECT TOTAL	0.0	70,000	44,400	25,600	
	PE ROW CONST		REQUESTED REVISION	75	T-5005(5)	City of Bend "The Dalles-California Hwy. @ Greenwood & Franklin Avenues City of Bend"	0.0 0.0	3,000 62,000	1,900 39,400	550 550 (City) 11,300 11,300 (City)	Preliminary Engineering all phases; install traffic signals, traffic signs.
						PROJECT TOTAL	0.0	65,000	41,300	23,700	

1 or PR-9 has been submitted Yes ☐ ast 7 days. CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

splitting into two or more projects. Prepare a form PR-1 for all ects resulting from such action.

REASON FOR CHANGE:

-over-

APPROVAL: cember 1, 1972	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
	DATE: April 13, 1973	DATE:	DATE: APR 23 1973
	SIGNATURE:	SIGNATURE:	SIGNATURE: Original Signed By VERNON V. CUSACK
	TITLE: Office Engineer	TITLE:	TITLE: Engineering Coordinator

RECEIVED
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APR 25 1973
☐ ENGR. ☑ COOR. ☐ ☑ CE ☑ ☐ UPE ☑ CE ☐ RE ☐ BPE ☐

des transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

NS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48068-P61

FORM PR-9
(REV. 4-61)

R
OF INDIVI

MONTHLY TRANSACTION NO. 4-52

DATE SUBMITTED TO W.O. APR 24 1973

CARD 2	REPORT NUMBER (19) (20) 3	PROJECT LOCATION (45 typewriter spaces) 21 65 City of Bend	ADT		FUTU (66)

FOR MISCELLANEOUS FUNDS ONLY

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62 P.E. Traffic Signals & Signs	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMER 72	COUN

CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS	
	NAME OF URBAN AREA 17-31 Bend	F.A. SYSTEM Secondary, Primary & Primar

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES
1	(1)(8)	10	41	42	43 - 46	53					(54) (58)
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	75	T-5005(5)	City of Bend "E. Vail Ave.- E. Burnside Ave. Section"	0.0 0.0
										PROJECT TOTAL	0.0
5					PE ROW CONST		RE-QUESTED REVISION	75	T-5005(5)	City of Bend "The Dalles-California Hwy. @ Greenwood & Franklin Avenues City of Bend"	0.0 0.0
										PROJECT TOTAL	0.0

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE:
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: December 1, 1972

OTHER:

PROGRAM REVISION REQUESTED

DATE April 13, 1973

SIGNATURE

Office Engineer

DATE

SIGNATURE

TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Reason for Change:

To eliminate "Pavement Striping" from the "Character of Proposed Work" and adjust the "Project Cost" to reflect the elimination of the pavement striping. The project name has also been revised.

REVISED PROJECT DATA:

a. Install 8-phase full traffic and pedestrian activated traffic signals on 3rd Street at Greenwood & Franklin Avenues.

b. Update signs city-wide on all Primary, Primary Type II and Secondary Federal-Aid Highways within the City of Bend Urban limits.

Data for PR-37:

a.	Preliminary Engineering	
	Field	$2,000
	PS & E	1,000
	Total	$3,000

b.	Percent of project on each Federal-Aid System	
	Primary	93%
	Primary Type II	4%
	Secondary	3%

Note: The striping of Studio Road to provide one-way traffic has been eliminated and therefore the offering or holding of a Public Hearing is no longer required.

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COUNTY & CITY SECTION
MAY - 7 1973
☑ ENGR. ☐ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

4 24 73

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5005(5)

Project Name The Dalles-California Highway @ Greenwood & Franklin Avenues

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

CC: L.E. GEORGE
R.N. CHASE
J.L. OAKES
J.E. CHIDSEY
C.G. SWENSON
J.F. PUTNAM

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon,

this 24th day of April, 19 73.

City of Bend

Preston Waller
Mayor Preston Waller

Julia S. Johnson
Recorder Julia S. Johnson

R/W File No. NONE

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COUNTY & CITY SECTION
MAY - 7 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5005(5)
Project Name: The Dalles-California Highway @ Greenwood & Franklin Avenues

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at Bend Maintenance Shops. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Bend, Oregon, this 24th day of April, 19 73.

CITY OF BEND
By Arthur R. Johnson
Arthur R. Johnson
Title City Manager
By
Title

cc: L.E. GEORGE
R.N. CHASE
C.G. SWENSON
J.F. PUTNAM
D. CARTER (FHWA)

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

7931

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 17, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Donald R. Byard Gary A. Potter
Environmental Director

SUBJECT TOPICS Project T-5005(5)
The Dalles-California Hwy. @
Greenwood & Franklin Avenues
City of Bend
Deschutes County

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign five copies and return same to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: F. L. Hall
Victor D. Wolfe
L. H. Young
G. A. Potter

Statements signed
and returned
to Byard
4-17-73

NOTED
R. L. SCHROEDER

RECEIVED
APR 16 1973
Office of
Assistant State Highway Engineer

7931

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 16, 1973

lwp

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

R. L. Schroeder

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT TOPICS Project T-5005(5)
The Dalles-California Hwy. @
Greenwood & Franklin Avenues
City of Bend
Deschutes County

This negative declaration is to accompany our request for location/design approval for the subject Federal Aid TOPICS project.

LOCATION AND DESCRIPTION OF PROJECT This project is located on The Dalles-California Highway (E. 3rd Street) at Greenwood Avenue and at Franklin Avenue. The proposal consists of the installation of multi-phase full traffic and pedestrian activated traffic control signals at each of these intersections. As an additional part of the project the City will up-date signs on a city-wide basis to conform to the manual on Uniform Traffic Control Devices. The sign up-dating will be accomplished by City forces using the Force Account method.

PURPOSE OF PROJECT The lack of separate left-turn phases on the existing signals at these congested intersections is a contributing factor to major delays and conflicts and an excessive number of turn movement accidents. Many traffic signs in the City are obsolete or substandard leading to confusion and indecision on the part of the motoring public.

DISCUSSION OF ENVIRONMENTAL IMPACTS The installation of traffic signals with multiple phasing capacity will allow for separate left-turn movements, thereby reducing delays and conflicts and increasing traffic safety. Uniformity of traffic signs will lead to a smoother movement of traffic. No additional right-of-way is needed and no other land uses will be affected by the project.

This project is exempt from State Clearinghouse review, however, the District 10 Clearinghouse reviewed the project and approved it on October 23, 1972.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality or social or natural environment.

Your concurrence is respectfully requested.

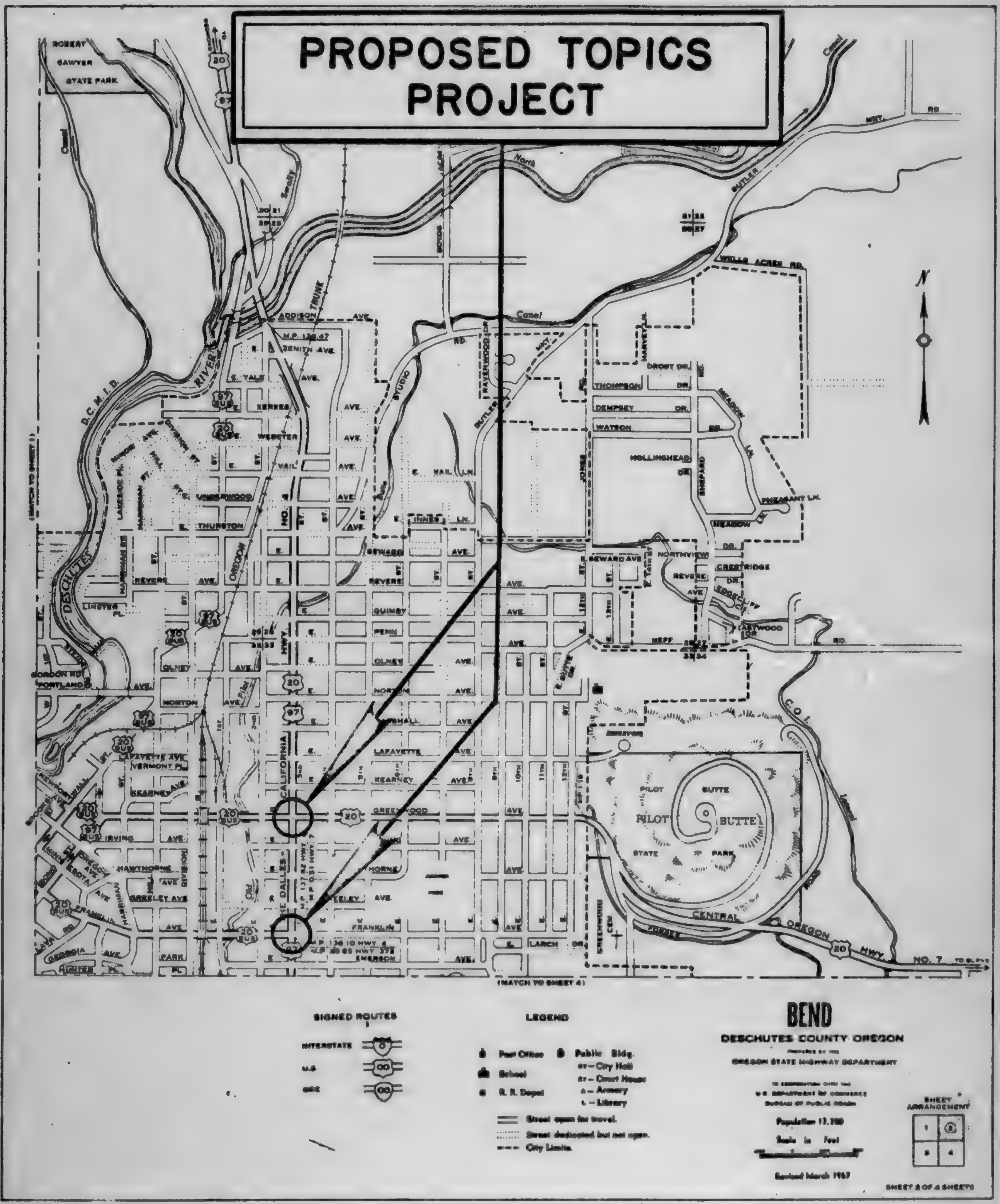
Endorsement to Oregon State Highway Division

Concur Vernon V. Cusack Date 4-23-73

GAP:pr

cc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
L. H. Young
H. S. Cox
J. F. Putnam

PROPOSED TOPICS PROJECT


BEND
DESCHUTES COUNTY OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 13,780
Scale in Feet
Revised March 1967
SHEET 2 OF 4 SHEETS
SHEET ARRANGEMENT
1
2
3
4
SIGNED ROUTES
INTERSTATE
U.S.
ORE
LEGEND
Post Office
Public Bldg.
City Hall
Court House
Armory
Library
School
R. R. Depot
Street open for travel.
Street dedicated but not open.
City Limits.
(MATCH TO SHEET 4)
(MATCH TO SHEET 1)
ROBERT SAWYER STATE PARK
PILOT BUTTE STATE PARK
DESCHUTES RIVER
D.C.M.I.D.
CALIFORNIA
THE DALLES-CALIFORNIA HWY
OREGON TRUNK
GREENWOOD AVE.
FRANKLIN
ADDISON AVE.
ZENITH AVE.
WELLS ACRES RD.
BUTLER MKT. RD.
CENTRAL OREGON HWY. NO. 7
C.O.I. CANAL
20
97

7931 5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 13, 1973

TO
V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM
ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Office Engineer

SUBJECT
Location/Design Approval & PR-9 Program
Revision
Project T-5005(5)
The Dalles-California Hwy. at Greenwood and
Franklin Avenues in Bend.

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design

a. The location is generally the Federal-Aid Highway System in Bend and specifically the intersections of Greenwood and Franklin Avenues with the Dalles-California Highway.

b. The design consists of an 8-phase full traffic and pedestrian activated traffic control signals at the two highway intersections indicated. Also install traffic control and informational signs throughout the city to conform to the manual of uniform traffic control devices.

More complete location/design details are contained in the enclosed study report, which consists of the following documents:

1 copy - Study Report (County and City Section Memo of April 10, 1973.

1 copy - City of Bend "TOPICS Project Request" dated July 5, 1972.

The Highway Division, having considered all the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State Clearinghouse review and comments under working agreement dated April 28, 1970. District 10 Clearinghouse approval letter dated October 23, 1972, was submitted with the program documents (PR-1) for the subject project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

The environmental requirements of PPM 90-1 is being submitted as a separate action.

We further request your authorization to proceed with the P.S. & E. phase of the preliminary engineering for final plan preparation as programmed for the subject Project T-5003(5).

Enclosures

cc: F. B. Klaboe
E. S. Hunter
F. L. Hall
H. S. Cox
D. R. Byard
R. N. Chase
B. L. Gifford

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

March 12, 1973

Mr. Arthur A. Johnson
City Manager
City Hall
Bend, Oregon 97701

RE: Letter of Understanding
TOPICS Project T-5005(5)
E. Vail Ave.-E. Burnside Ave. Section
The Dalles-California Highway

Dear Mr. Johnson:

On November 15, 1972, the Bend City Commission adopted Resolution No. 1140 which authorized the Mayor and Recorder to execute an agreement covering the subject project.

At a recent meeting between City and State officials it was decided to delete a portion of the project.

This letter of understanding is being written to confirm action taken at that time and to eliminate any confusion as to what is covered by the agreement.

It is hereby understood and agreed by all parties concerned that the following items are deleted from the agreement:

1. Restriping the The Dalles-California Highway to provide left-turn refuges.

2. Sign and stripe Studio Road to provide one-way traffic from 4th Street to Underwood Avenue.

If this letter is acceptable, please sign in the space provided and return three copies to this office. After concurrence by the State Highway Division, a copy will be returned for your files.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

CITY OF BEND, by and through
its City Manager

By Arthur A. Johnson
City Manager

Concurrence by State Highway
Division

By
Assistant State Highway Engineer

RU:mm

CC: L. E. GEORGE
F. L. HALL
W. H. YOUNG
J. F. PUTNAM

RECEIVED
MAR 23 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
COUNTY & CITY SECTION
MAR 27 1973
☑ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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COUNTY & CITY SECTION
MAR 26 1973
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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April 12, 1973

BULLETIN

Bend, Oregon 97701

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the City of Bend, Deschutes County, Oregon, relative to proposed plans for upgrading signalization on East 3rd Street at the Greenwood and Franklin Avenue intersections in Bend.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Monday, April 16, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. F. Putnam, Regional Engineer in Bend, 382-1911.

Very truly yours,

BM Graham for
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

DWH:ljt
Att: Notice
cc: City of Bend, Attn: City Manager
Federal Highway Administration
Office Engineering
Planning
Finance (5107-608-04)
County and City
Public Affairs
J. F. Putnam, Region Engineer

George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. E. George
R. N. Chase

NOTICE REQUESTING HIGHWAY LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the city of Bend, and the Oregon State Highway Division have requested the Federal Highway Administration's location-design approval for upgrading and installation of 8-phase full traffic and pedestrian activated traffic control signals at two intersections with East 3rd Street (US 97) at Greenwood and Franklin Avenues, within the city of Bend, Deschutes County, Oregon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested parties desire.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt
4/12/73

BULLETIN, Bend

T

SALEM, OREGON
April 10, 1973

TOPICS Project T-5005(5)
The Dalles-California Hwy. @
Greenwood & Franklin Avenues
City of Bend

Mr. Donald R. Byard
Environmental Director

BUILDING

Attached is a draft of a proposed Negative Declaration for the subject project.

This project is minor in nature and is similar to the TOPICS project in Lake Oswego for which a Negative Declaration recently was submitted to you.

Please review the statement and if acceptable forward it for FHWA approval.

H. S. Cox
County and City Engineer

By RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

CC: R.N. CHASE

☐ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 10, 1973

SUBJECT: Location/Design Approval
TOPICS Project T-5005(5)
The Dalles-California Hwy. @
Greenwood & Franklin Avenues
City of Bend

To: Mr. L. H. Young
Office Engineering

BUILDING

Attn: Mr. R. N. Chase

Processing for location/design approval is requested for the subject project.

STUDY REPORT

LOCATION: On the The Dalles-California Hwy. (E. 3rd Street) at Greenwood Avenue and at Franklin Avenue. Also various locations throughout the City.

DESIGN: Install 8-phase full traffic and pedestrian activated traffic control signals at the two highway intersections indicated. Also install traffic control and informational signs throughout the city to conform to the manual of uniform traffic control devices.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

RECEIVED
APR 10 1973
OFFICE ENGINEERING SECTION

AMENDED

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: April 10, 1973

CITY: BEND SECTION: The Dalles-California Hwy. @ Greenwood & Franklin Aves

PROPOSED WORK: Traffic signal replacement & signing.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	$62,000	$37,200	$12,400	$12,400	
P.E.	3,000	1,800	600	600	

FIELD $2,000 P.S.& E. Preparation $1,000

EXISTING FACILITIES:

3rd St. - 64' curbed w/AC pavement. Four 12' travel lanes, two 8' parking lanes.

Existing traffic signals at Greenwood & Franklin Avenues are 3-phase pretimed.

PROJECT DATA:

Install 8-phase full traffic and pedestrian activated traffic signals on 3rd Street at Greenwood & Franklin Avenues.

Update signs citywide.

ENVIRONMENTAL STATEMENT: Negative declaration being prepared by Environmental Sect.
PROJECT NO.: T-5005(5)
ADDITIONAL RIGHT OF WAY: None required
SYSTEM ACTION: FAP Type II System approved by FHWA Dec. 1, 1970
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: The Dalles-California Hwy. (FAP-4)
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 10 CLEARINGHOUSE APPROVAL: October 23, 1972
HEARING: Not required
ACCESS CONTROL: None
PARKING RESTRICTIONS: Parking will be prohibited on 3rd St. within project limits.

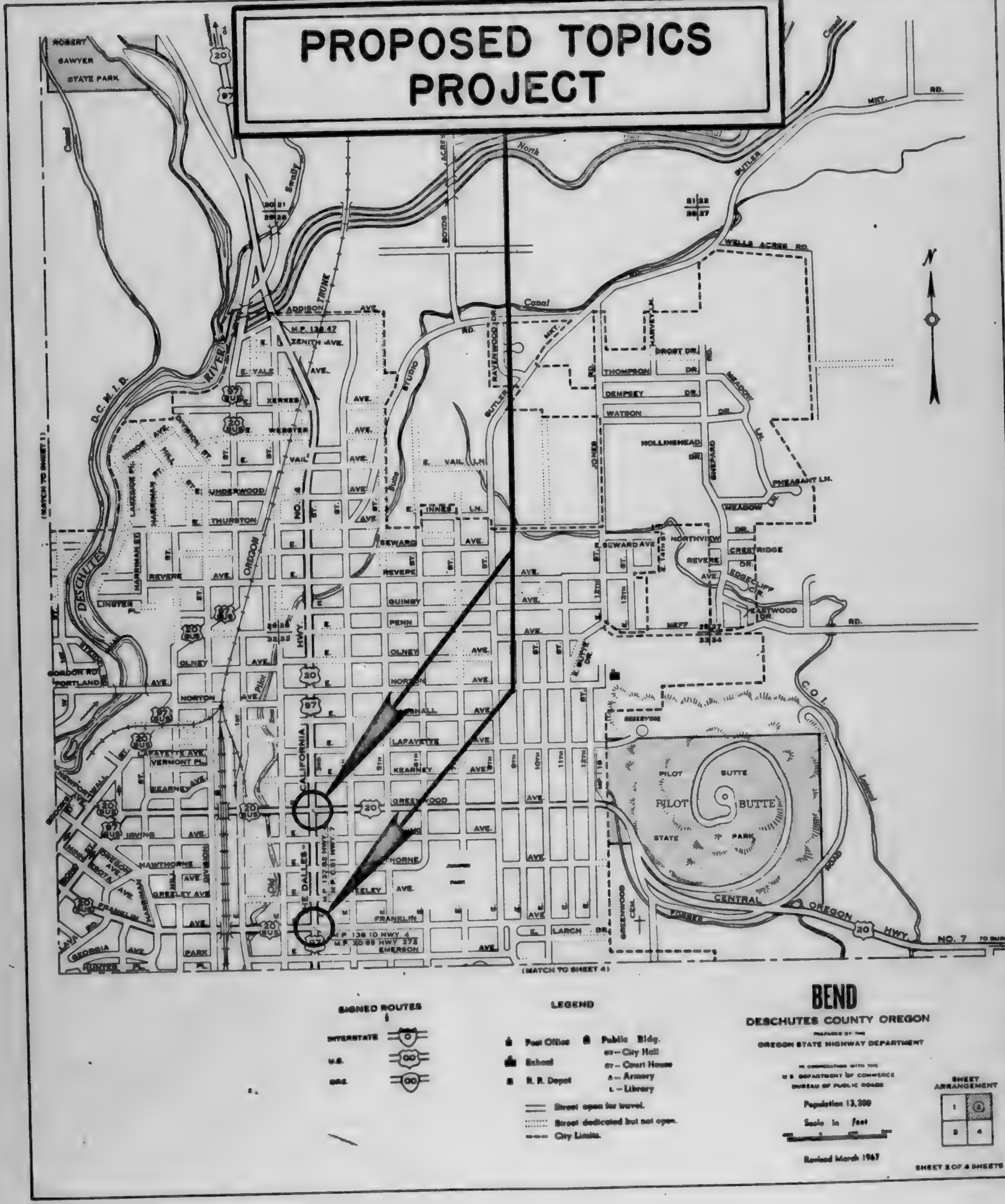
ADT: 3rd St. - 14,400 to 18,100

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

NOTED
R N CHASE

7/6/71

PROPOSED TOPICS PROJECT


ROBERT SAWYER STATE PARK
DESCHUTES RIVER
ADDISON AVE.
M.P. 136.47
ZENITH AVE.
VALE AVE.
XERXES AVE.
WEBSTER AVE.
VAIL AVE.
UNDERWOOD
THURSTON
SEWARD AVE.
REVERE AVE.
QUIMBY AVE.
PENN AVE.
OLNEY AVE.
NORTON AVE.
MARSHALL AVE.
LAFAYETTE AVE.
KEARNEY AVE.
GREENWOOD AVE.
HAWTHORNE AVE.
GREELEY AVE.
FRANKLIN AVE.
EMERSON AVE.
E. LARCH DR.
PORTLAND AVE.
GORDON RD.
THE DALLES-CALIFORNIA HWY.
M.P. 137.93 HWY. 4
M.P. 0.51 HWY. 7
M.P. 138.10 HWY 4
M.P. X0.65 HWY 372
WELLS ACRES RD.
BUTLER MKT. RD.
NEFF RD.
PILOT BUTTE STATE PARK
CENTRAL OREGON HWY. NO. 7
TO BURNS
C.O.I. CANAL
(MATCH TO SHEET 1)
(MATCH TO SHEET 4)
N
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
BEND
DESCHUTES COUNTY OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 13,300
Scale in feet
Revised March 1967
SHEET ARRANGEMENT
1
2
3
4
SHEET 2 OF 4 SHEETS

MEMO TO FILES
March 16, 1973

Re: TOPICS Project T-5005(5)
The Dalles-California Hwy. @ Greenwood & Franklin Avenues
City of Bend
(Schedule Item #3 for June 21, 1973)

To allow adequate design time, the subject project is rescheduled for July 26, 1973.

Richard Bladorn
Richard Bladorn
Urban Project Engineer
County and City Section

RB:ljt

cc: A. E. Johnson
R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
B. L. Gifford
J. F. Putnam

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

Budget Bureau No. 41-R2068; Approv

U.S. DEPA
BUR

FORM PR-9
(REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City of Bend 65	ADT		FUTURE (66) NA (70) YEAR (71) NA (72)	REGION (74) 10 (75)	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 P.E. Traffic Signals & Signs 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 T- 22	NUMBER-AGR. NO. 7 5005(5)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD 4	CLASS OF FEDERAL FUNDS 1 TOPICS		COUNTY NAME Deschutes		
	NAME OF URBAN AREA 17-21 Bend	F.A. SYSTEM Secondary, Primary & Primary II	RTE NO. STP	FEDERAL AID Various	STATE (22)

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
1	(14-16)	18	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (78)		
5 12-1-72					PE ROW CONST		ITEM AS NOW PROGRAMED	75	T-5005(5)	City of Bend "E. Vail Ave.- E. Burnside Ave. Section"	0.0 0.0	5,000 65,000	3,100 41,300	950 950(City) 11,850 11,850(City)	Prelim ing a stall traff ment
										PROJECT TOTAL	0.0	70,000	44,400	25,600	
5					PE ROW CONST		REQUESTED REVISION	75	T-5005(5)	City of Bend "The Dalles-California Hwy. @ Greenwood & Franklin Avenues City of Bend"	0.0 0.0	3,000 (16) 62,000 (23)	1,900 (24) 39,400 (33)	550 550(City) 11,300 11,300(City)	Preli ing a stall traff
										PROJECT TOTAL	0.0	65,000	41,300	23,700	

PROJECT COST

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→ CODE 11	CODE 2

REASON FOR CHANGE:

-over

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROV
DATE OF INITIAL APPROVAL: December 1, 1972	DATE April 11 13, 1973	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

1 If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
ADT		NA	NA	10	Oregon	35	077	75

FOR MISCELLANEOUS FUNDS ONLY

	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	PROJECT NUMBER: NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI. MI.	I PROJECTS ONLY: DESIG.
					T-	5005(5)		

	COUNTY NAME	CODE
	Deschutes	017

	RTE NO.	FEDERAL AID	STATE	U.S.
condary, Primary & Primary II	STP	Various		

TERMINI	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: STATE FUNDS	CHARACTER OF PROPOSED WORK
				950	
Bend	0.0	5,000	3,100	950(City)	Preliminary Engineering all phases; install traffic signals, traffic signs; pavement striping.
l Ave.- side ction"				11,850	
	0.0	65,000	41,300	11,850(City)	
OJECT TOTAL	0.0	70,000	44,400	25,600	
				550	
Bend	0.0	3,000	1,900	550(City)	Preliminary Engineering all phases; install traffic signals, traffic signs.
lles-California Greenwood & n Avenues				11,300	
Bend"	0.0	62,000	39,400	11,300(City)	
OJECT TOTAL	0.0	65,000	41,300	23,700	

CHANGE:

-over-

TED	RECOMMENDED	APPROVED
	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

es of funds involved

Reason for Change:

To eliminate "Pavement Striping" from the "Character of Proposed Work" and adjust the "Project Cost" to reflect the elimination of the pavement striping. The project name has also been revised.

REVISED PROJECT DATA:

a. Install 8-phase full traffic and pedestrian activated traffic signals on 3rd Street at Greenwood & Franklin Avenues.

b. Update signs city-wide on all Primary, Primary Type II and Secondary Federal-Aid Highways within the City of Bend Urban limits.

Data for PR-37:

a. Preliminary Engineering

Field	$2,000
PS & E	1,000
Total	$3,000

b. Percent of project on each Federal-Aid System

Primary	93%
Primary Type II	4%
Secondary	3%

Note: The striping of Studio Road to provide one-way traffic has been eliminated and therefore the offering or holding of a Public Hearing is no longer required.

TOPICS

FORM 8-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

DATE May 26, 1972

SUBJECT:

To: H. S. Cox
County & City Engineer
SALEM

FROM J F Putnam/pb
J. F. Putnam
Regional Engineer

SUBJECT Traffic Signal Installation
3rd St. & Franklin Avenue
3rd St. & Greenwood Avenue
Deschutes County

Attached is a copy of a letter from the City of Bend requesting information as to how to obtain salvage material from the replacement of the signals at 3rd & Franklin and 3rd & Greenwood.

The original installation was made with State and City funds only, so I see no problem with the FHWA in turning the existing signals over to the City.

Will you please investigate this matter with the Traffic Section and advise me as to the possible costs and scheduling of this work.

JFP:Pb

Attached

RECEIVED
COUNTY & CITY SECTION
MAY 30 1972
☐ ENGR. ☑ COOR. ☐ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

6-5-72
Met with City & Region
Explained salvage procedures.
B

1905

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

RECEIVED
DIVISION IV BEND
MAY 26 1972
☐ DE ☐ ADE ☐ ADL ☐ DOD ☐ DCG
Assigned
Action

May 25, 1972

RECEIVED
COUNTY & CITY SECTION
MAY 30 1972
☐ ENGR. ☑ COOR. ☐ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. J. F. Putnam, Regional Engineer
Oregon State Highway Division #4
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Putnam:

Enclosed you will find a copy of a letter sent to Richard Unrein concerning our TOPICS projects.

You will note that two of the projects involve replacement of existing lights at 3rd & Franklin and 3rd & Greenwood. In discussing this revision, the Commission asked about the possibility of securing the salvage material including the fixture for possible placement in another location. They had in mind 8th & Greenwood specifically, and another location to be determined.

I am at a loss to determine how salvage material can be secured through the State Highway Department and request your assistance in the endeavor.

Sincerely,

Arthur R. Johnson
City Manager

ARJ:at
Encl.

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

May 25, 1972

RECEIVED
COUNTY & CITY SECTION
MAY 30 1972
☐ ENGR. ☑ COOR. ☐ CE ☒ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. Richard Unrein, Urban Engineer
Oregon State Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

In our Annual Budget for 1972-73 we have made provision for our share of projects totaling $68,000. Recognizing that some of the projects will take time because equipment is involved, the City Commission at a special meeting held last night authorized me to proceed in filing the applications for the following projects:

(1) Install eight phase, fully actuated signals at 3rd & Greenwood and 3rd & Franklin. (Priority #3 & #7 of TOPICS Plan replaces existing three phase signals).

(2) Update traffic signals in downtown area by installing 12" red lenses at existing signal heads at Franlin & Bond and Franklin & Wall. Install interior illuminated "ONE WAY" signs at Bond & Oregon and Bond & Greenwood. (Priority #4 TOPICS Plan).

(3) Update signing to conform with manual on Uniform Traffic Control devices in vicinity of schools. (Priority #5 TOPICS Plan).

(4) Remove parking on 3rd Street from Underwood to Burnside and allow two-way left-turn lane in the center of the street. (Priority #6 TOPICS Plan).

(5) Revise traffic flow at intersection of Studio Road and 4th Street. (Priority #8 TOPICS Plan).

I do not have any TOPICS Project request forms and request that I be furnished enough to file applications for the projects listed above. I would also be interested in the number of each application that you would require.

Sincerely,

Arthur R. Johnson
City Manager

ARJ:at
cc: J. F. Putnam
Mark Bovee

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date 7-5-72

Name of City Bend
Major Street Name E. 3rd St. & Franklin - Intersection Hwy #97 and
Section Name business section of Hwy #97

Location of Project (Attach sketch map) Length ______
On Which System? Primary I X Primary II ______ or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? Yes Date PLAN approved: May 24, 1972; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? ______ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Hwy #97 is under state jurisdiction

General description of proposed project: Install 8-phase fully actuated traffic signal on monolever combination poles carrying two directional mast arms similar to series 50300 as developed by Union Metal to replace existing 3-phase signal and span wire installations. Transfer two of existing horizontal 21,000 lumen street lights on State poles to new combination poles and remove old light poles.

Complete Applicable Sections:

RECEIVED
COUNTY & CITY SECTION
AUG - 8 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

I. SIGNALIZATION DATA:

1. Proposed Location: E. 3rd & Franklin

2. Type: a. Traffic Control X
   1. Pretimed ______
   2. Traffic-actuated
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated X

   b. Flashing Beacon ______

Footnotes: Request consideration be given to future use of salvageable components of existing system at other locations in City such as E. 8th & Greenwood utilizing mast arm installation, or credit value to City.

c. Caution _______
d. Drawbridge _______
e. Lane-direction _______
f. Other _______

3. Number of Phases:
a. Two _______
b. Three _______
c. Multiple Eight

4. Is interconnection for coordination necessary? _______ Remarks: _______

If so, by cable or leased telephone line? _______

5. Type of Suspension:
a. Mast Arm X
b. Span Wire _______
c. Signal Bridge _______

6. Paint Color Desired: Silver

7. Present Signalization: 3-Phase pretimed on span wires

8. Other Remarks: Present traffic count and signalization makes left turns by east and west traffic extremely difficult. The span wires are hazardous and signal heads almost horizontal during high wind conditions.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Same location but transfer two of existing horizontal 21,000 lumen lights on State poles to new combination poles.

2. Type:
a. Mercury Vapor Existing
b. Fluorescent _______
c. High-pressure Sodium _______
d. Incandescent _______

3. Luminaire Distribution Type and Classification:
a. I _______
b. II _______
c. III x
d. IV _______
e. V _______

Footnotes:

4. **Luminaire Wattage:**

a. 175 ______ d. 700 ______
b. 250 ______ e. 1000 ______
c. 400 __X___

5. **Luminaire Spacing:** ____________________

6. **Maintained Intensity:** ____________________

7. **Uniformity Ratio:** ____________________

8. **Proposed Mounting Height:**

a. 30 ft. __X___ c. 45 ft. ______
b. 40 ft. ______ d. 50 ft. ______

9. **Pole Type:** a. Wood ______
b. Steel ______
c. Aluminum ______

10. **Operating Voltage:** a. 120 ______ c. 480 ______
b. 240 ______ d. Series ______

11. **Type of Wiring:** a. Overhead __X___
b. Underground ______

12. **Present Illumination:** Two horizontal 21,000 lumen mercury vapor street lights.

Footnotes:

T-1-69
(rev. 12-70)

III. CHANNELIZATION OR WIDENING DATA:

1. Location: ____________________
____
____

2. Desired Work: ____________________
____
____

3. Typical Cross Section: ____________________
____
____

4. Curbs? ______ If so, a. Type Desired: (Standard, monolithic, rolled, or special) ____________
b. Exposure ______________ inches
c. Width between curbs __________ ft.
d. Desired curb radius __________ ft.

5. Surfacing: A.C.______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: ____________________
____
____

7. Traffic Control Signing:
   a. By City at City Expense?______
   b. By State at City Expense?______
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense?______
   b. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length ______ft.
   b. Width ______ft.
   c. Type ______
   d. Location: ____________________
   ____

Footnotes:

IV. STRUCTURE DATA:

1. Location: ____________________
____
____

2. Desired Work: ____________________
____
____

3. Name of Structure: ____________________

4. Name of Stream, Street or Facility being Spanned: ____________

5. Desired Roadway Width of Structure: ________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? ____ft. Location ________
____

7. Is a particular type of structure and design desired? ________
Explain: ____________________
____
____

8. Can street be closed during construction? ____________

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type ________
Width ________ ft.
d. Shoulders: Type ________
Width ________ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? ______
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______
  a. By City? ______
  b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
  a. Water Mains: ______ Size: ______
     Owner: ______
  b. Sanitary Sewer Mains: ______ Size: ______
     Owner: ______
  c. Storm Sewer: ______ Size: ______
     Owner: ______
  d. Gas Mains: ______ Size: ______
     Owner: ______
  e. Power Lines: ______
     Owner: ______
  f. Telephone Lines: ______
     Owner: ______
  g. Other Utilities: ______

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______

15. Does City wish lightpost bases and conduit installed? ______

16. Are there any unusual or complicating conditions? ______
Explain: ______

17. Describe Existing Structure: ______

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 80 ft.
   a. Maximum: 80 ft.
   b. Minimum: 80 ft.

2. Will additional right-of-way be needed? No Explain:

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain:

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit ______ or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location:

10. Are there any railroad crossings? No Location:

Footnotes:

a. Name of Railroad ______________________
b. Number of tracks: Mainline ____ Siding ____ Total ____
c. Sight Distance (1.) (Direction) ________ Distance ______ft.
(2.) (Direction) ________ Distance ______ft.
d. Number of Trains: (1) Passenger ________ Speed ________mph
(2) Freight ________ Speed ________mph
e. Angle of Intersection: ______________________
f. Type of Existing Crossing: (1.) Grade ____________
(2.) Overcrossing ____________
(3.) Undercrossing ____________
g. Existing Protection: (1.) Advance warning signs ____________
(2.) Automatic flasher ____________
(3.) Automatic bell ____________
(4.) Gates ____________
(5.) Stop signs ____________
(6.) Crossbucks ____________
(7.) Other ____________
h. Proposed Type Crossing and Protection: ____________
i. Are there to be stopping lanes for buses and trucks? ____
j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______ City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______________________

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 72,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 28,000
3. Date Match Money is Available: Now
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ None

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Oregon State Highway Department is conducting a study entitled "1980 General Plan of Highway & Street Improvements" for the City. This application is one of the project priorities approved by the Bend City Commission.

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** Traffic studies and accident experience indicate the difficulty for east and west bound traffic in making left turns onto Hwy #97 and the general difficulty in seeing traffic lights in high wind conditions plus the hazard and higher maintenance cost of span wire construction.

3. **This Project Would Accomplish the Following:** Improve traffic safety in making left turns onto Hwy #97 and reduce hazard and maintenance cost of span wire construction.

This application is not complete unless a sketch map showing the location of the project is attached.

The Bend **City Council on the** 2nd **day of** August**, 19**72**, adopted Resolution No.** 1119 **or Ordinance No. ________, as the case may be, requesting this TOPICS project.**

By Richard E. Gervais
Mayor

By Jean S. Johnson
Recorder

3rd Street @ Franklin Avenue

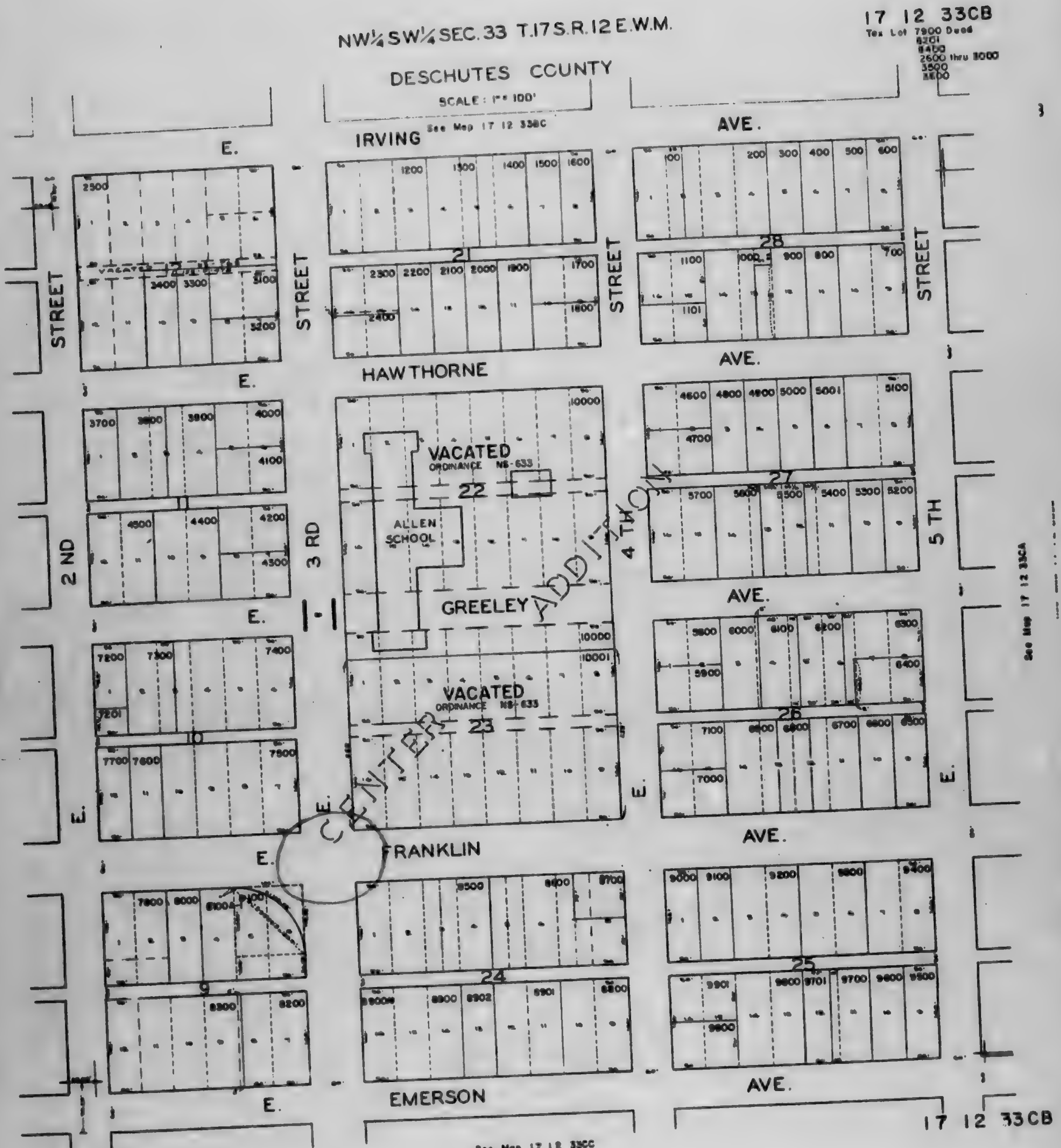
It is recommended that the existing three-phase, fixed-time traffic signal at 3rd and Franklin be converted to an eight-phase, fully actuated signal. Also, the existing eight-inch red lenses should be replaced with twelve-inch lenses.

Both 3rd Street approaches carry two through lanes with left-turn refuges. Left-turn signals were installed in February, 1967. The west approach is two lanes in width, with a left-turn refuge, and the right lane is required to turn right. The east approach carries two lanes with a left-turn refuge. Third Street carries 14,400 vehicles per day to the north of Franklin and 18,100 to the south. Franklin Avenue carries 13,800 vehicles per day to the west and 7,800 to the east. The existing cycle split provides 27 seconds of green to Franklin, 20 seconds to 3rd and 17 seconds to the 3rd Street left turns, for a total cycle length of 75 seconds.

Capacity computations reveal that 3rd and Franklin is now operating at 90% of capacity. An eight-phase, fully-actuated signal would be expected to operate at 92% capacity. At the existing signal, congestion sometimes develops due to drivers on Franklin attempting to turn left against opposing traffic. An eight-phase signal, although reducing capacity slightly, should eliminate congestion due to left-turning traffic. Also, an eight-phase signal should enhance safety at the intersection. During a 40-month period from 1968 to 1971, there were eleven accidents involving left-turn movements.

The existing red lenses facing the Franklin Avenue approaches are eight inches in diameter. The installation of an eight-phase signal should include the upgrading of these red lenses to twelve inches. Also, the signal heads facing the east approach should be adjusted so that they are properly centered over the approach lanes.

[illegible] fixed traffic light pedestal with [illegible] in place of split wires.


17 12 33CB
Tax Lot 7900 Dead
8201
8400
2600 thru 3000
3500
3600
NW¼ SW¼ SEC. 33 T.17S.R.12E.W.M.
DESCHUTES COUNTY
SCALE: 1"= 100'
See Map 17 12 33BC
E. IRVING AVE.
E. HAWTHORNE AVE.
E. GREELEY AVE.
E. FRANKLIN AVE.
E. EMERSON AVE.
2ND STREET
3RD STREET
4TH STREET
5TH STREET
E.
E.
E.
E.
E.
CENTER ADDITION
VACATED
ORDINANCE NS-633
ALLEN SCHOOL
VACATED
ORDINANCE NS-633
I-I
21
22
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24
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28
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12
See Map 17 12 33CA
See Map 17 12 33CC
See Map 17 12 32DA
17 12 33CB

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date 7-5-72

Name of City Bend
Major Street Name E. 3rd St. and Greenwood - Intersection Hwys.
Section Name #97 & #20 and business sections of these highways.

Location of Project (Attach sketch map) Length ______
On Which System? Primary I X Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? Yes Date PLAN approved: May 24,1972; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? ______ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Hwy's #97 & #20 are under state jurisdiction

General description of proposed project: Install 8-phase fully actuated traffic signal on monolever combination poles carrying two directional mast arms similar to series 50300 as developed by Union Metal to replace existing 3-phase signal and span wire installations. Transfer two of existing horizontal 21,000 lumen street lights on state poles to new combination poles and remove old light poles.

RECEIVED
COUNTY & CITY SECTION
AUG - 8 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ NPE ☐ CE ☐ RE ☐ RPE ☐

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: E. 3rd & Greenwood

2. Type: a. Traffic Control X
   1. Pretimed ______
   2. Traffic-actuated
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated X

   b. Flashing Beacon ______

Footnotes: Request consideration be given to future use of salvageable components of existing system at other locations in City such as E. 8th & Greenwood utilizing mast arm installation, or credit value to City.

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______________________________

3. Number of Phases:
a. Two ______
b. Three ______
c. Multiple Eight

4. Is interconnection for coordination necessary? ______ Remarks: ______

If so, by cable or leased telephone line? ______________

5. Type of Suspension:
a. Mast Arm X
b. Span Wire ______
c. Signal Bridge ______

6. Paint Color Desired: Silver

7. Present Signalization: 3-phase pretimed on span wires

8. Other Remarks: Present traffic count and signalization makes left turns by east and west traffic extremely difficult. The span wires are hazardous and signal heads almost horizontal during high wind conditions.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Same location but transfer two of three existing horizontal 21,000 lumen lights on state poles to new combination poles.

2. Type:
a. Mercury Vapor Existing
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III X
d. IV ______
e. V ______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 X
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ______

6. Maintained Intensity: ______

7. Uniformity Ratio: ______

8. Proposed Mounting Height:
   a. 30 ft. X
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead X
   b. Underground ______

12. Present Illumination: Four horizontal 21,000 lumen Mercury vapor street lights.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: ______________________________

2. Desired Work: ______________________________

3. Typical Cross Section: ______________________________

4. Curbs? ______ If so,
    - a. Type Desired: (Standard, monolithic, rolled, or special) ______________
    - b. Exposure ______________ inches
    - c. Width between curbs ______________ ft.
    - d. Desired curb radius ______________ ft.

5. Surfacing: A.C.______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: ______________________________

7. Traffic Control Signing:
    - a. By City at City Expense?______
    - b. By State at City Expense?______

    (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
    - a. By City at City Expense?______
    - b. By State at City Expense? ______

    (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
    - a. Length ______ft.
    - b. Width ______ft.
    - c. Type ______
    - d. Location: ______________________________

Footnotes:

IV. STRUCTURE DATA:

1. Location: ______________________________

2. Desired Work: ______________________________

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ______________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location __________

7. Is a particular type of structure and design desired? __________
Explain: ______________________________

8. Can street be closed during construction? ______________

9. Detour:
   - a. Required? ______
   - b. By City? ______
   - c. By Contractor? ______

10. Approaches or Connections:
   - a. By City? ______
   - b. By Contractor? ______
   - c. Traveled surface: Type __________
     Width __________ ft.
   - d. Shoulders: Type __________
     Width __________ ft.

11. Existing Structure:
   - a. Remain in Place? ______
   - b. Use for Detour? ______
   - c. Removed by City? ______
   - d. Removed by Contractor? ______
   - e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______________________
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: __________
       Owner: ______________________________
    b. Sanitary Sewer Mains: ______ Size: __________
       Owner: ______________________________
    c. Storm Sewer: ______ Size: __________
       Owner: ______________________________
    d. Gas Mains: ______ Size: __________
       Owner: ______________________________
    e. Power Lines: ______
       Owner: ______________________________
    f. Telephone Lines: ______
       Owner: ______________________________
    g. Other Utilities: ______________________________
       ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________________________
    ____

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
    Explain: ______________________________
    ____

17. Describe Existing Structure: ______________________________
    ____
    ____
    ____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 80 ft.
   a. Maximum: 80 ft.
   b. Minimum: 80 ft.

2. Will additional right-of-way be needed? No Explain: ____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ____

8. Are utilities on existing right-of-way by? Permit No or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ____, and dates between which water can be turned off:
   From ____ To ____ Location: ____

10. Are there any railroad crossings? No Location: ____

Footnotes:

a. Name of Railroad ______________________________

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) ________ Distance ______ft.
(2.) (Direction) ________ Distance ______ft.

d. Number of Trains: (1) Passenger ________ Speed ________mph
(2) Freight ________ Speed ________mph

e. Angle of Intersection: ______________________

f. Type of Existing Crossing: (1.) Grade ______________
(2.) Overcrossing ______________
(3.) Undercrossing ______________

g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________

h. Proposed Type Crossing and Protection: ______________
____
____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______________________________
____
____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 72,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 28,000
3. Date Match Money is Available: Now
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ None

Footnotes:

T-1-69
(rev. 12-70)

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Oregon State Highway Department is conducting a study entitled "1980 General Plan of Highway & Street Improvements" for the City. This application is one of the project priorities approved by the Bend City Commission.

2. Existing Conditions Necessitating This Proposed TOPICS Project: Traffic studies and accident experience indicate the difficulty for east and west bound traffic in making left turns onto Hwy #97 and the general difficulty in seeing traffic lights in high wind conditions plus the hazard and higher maintenance cost of span wire construction.

3. This Project Would Accomplish the Following: To improve traffic safety and reduce hazard in making left turn onto Hwy #97.

This application is not complete unless a sketch map showing the location of the project is attached.

The Bend City Council on the 2nd day of August, 1972, adopted Resolution No. 1119 or ~~Ordinance~~ No. ________, as the case may be, requesting this TOPICS project.

By Richard E. Gervais
Mayor

By [illegible] S. Johnson
Recorder

T-1-69
(rev. 12-70)

3rd Street @ Greenwood Avenue

It is recommended that the existing three-phase, fixed-time traffic signal at 3rd and Greenwood be converted to an eight-phase, fully-actuated signal. Also, the existing eight-inch red lenses should be replaced with twelve-inch lenses.

Both Greenwood and 3rd carry four through traffic lanes and each approach has a left-turn refuge. Left-turn signals were installed on 3rd Street in March, 1969. Third Street carries 15,400 vehicles per day north of Greenwood and 15,600 south of Greenwood. Greenwood Avenue carries 11,800 vehicles west of 3rd and 11,500 east of 3rd. The existing timing, based on a 75-second cycle, provides 26 seconds of green for 3rd, 21 seconds for Greenwood and 17 seconds for the left turns on 3rd.

Capacity calculations indicate that, for level of service C, the intersection is operating at 100% capacity. Level of service C is defined as stable operation. Occasionally drivers may have to wait through more than one red signal indication and queues may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. The primary reason for this intersection operating at capacity is due to the large number of drivers desiring to turn left off of Greenwood. It is anticipated that as traffic increases in the near future, the traffic volume will exceed capacity at this intersection.

With an eight-phase, fully-actuated signal, this intersection would operate at 88% of capacity. The addition of left-turn phases for Greenwood will tend to reduce the intersection capacity; however, this will be more than offset by increased capacity resulting from actuated equipment. The four overlap phases, as illustrated on the following sketch, will not increase capacity, but will reduce delay time for waiting vehicles.

An eight-phase actuated signal, in addition to increasing capacity, should also increase safety at this intersection. At the present time, vehicles turning left from Greenwood must face heavy opposing traffic and often must start their turn on yellow, completing it on a red light. In a 40-month period from 1968 to 1971, there were ten accidents involving these left-turn movements. An eight-phase signal will provide for protected left-turn movements from Greenwood.

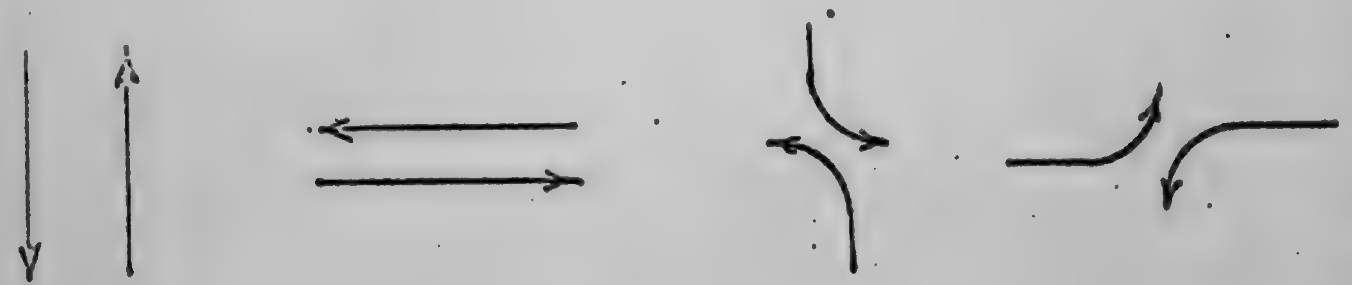
All existing red lenses at this intersection are eight inches in diameter. The installation of an eight-phase signal should also include the upgrading of all red lenses for through traffic to twelve inches.

— [illegible] pedestal and mast arm traffic lights [illegible]

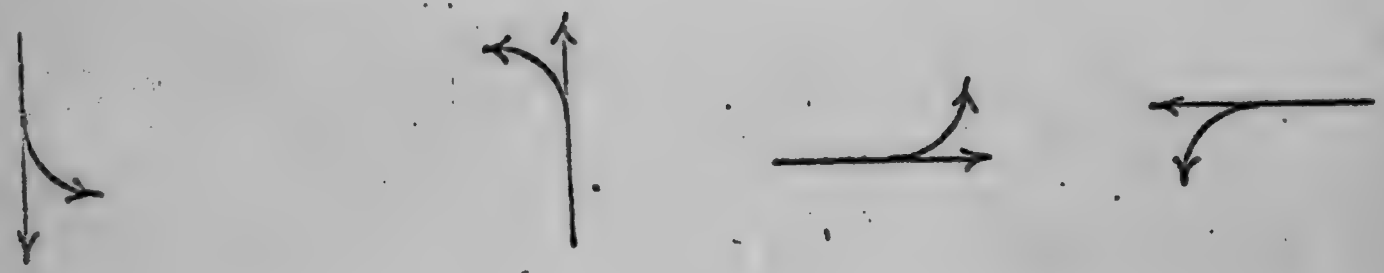
[illegible]

PROPOSED EIGHT-PHASE TRAFFIC SIGNAL

Basic Phases:



Overlap Phases:



Each of the four basic phases will be called only when actuated by a vehicle on that approach. The overlap phases will be used when there is an unbalanced left-turn demand.

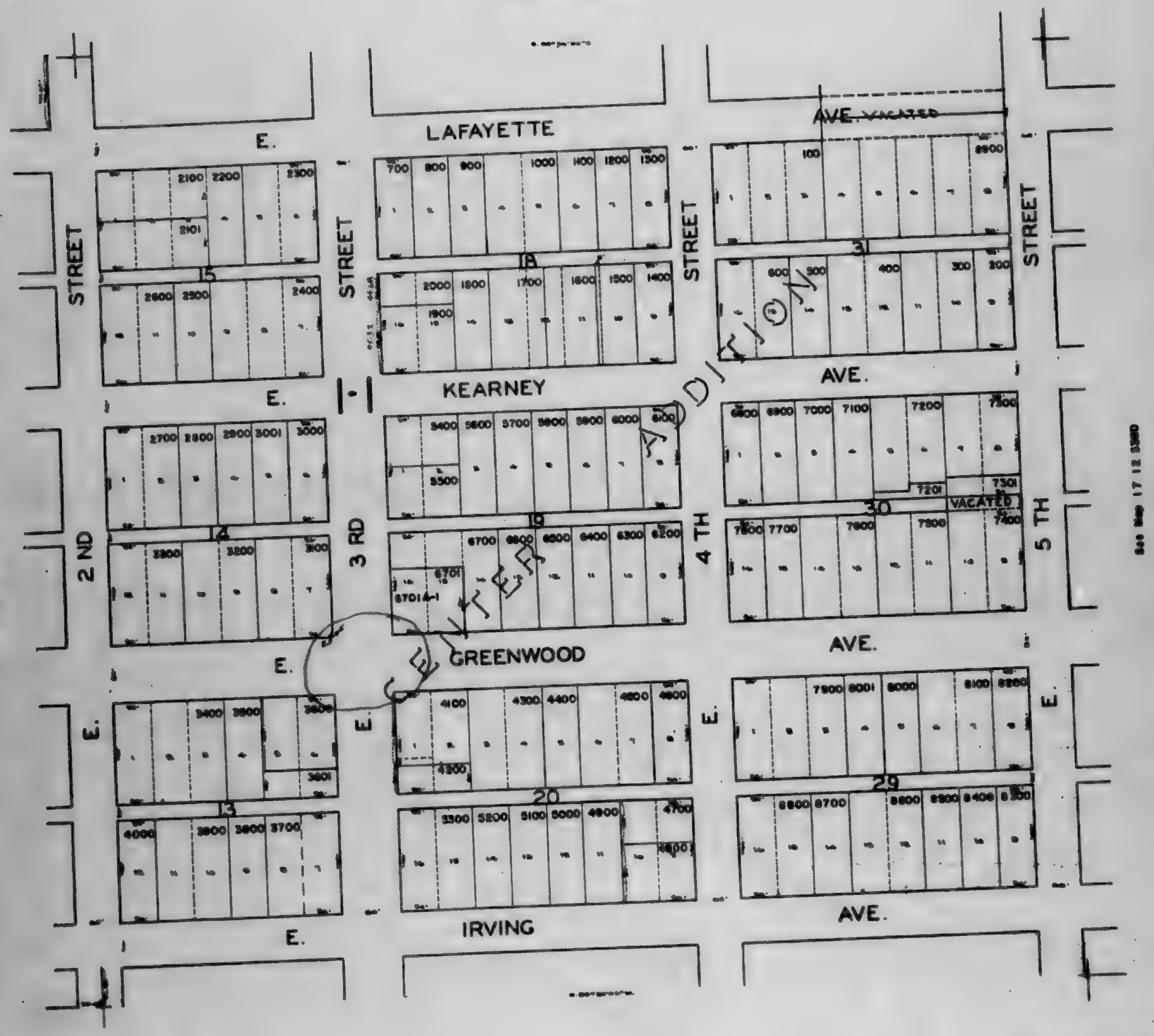
SW¼ NW¼ SEC. 33 T.17 S.R.12 E.W.M.

17 12 33BC
dead numbers 3602

DESCHUTES COUNTY

SCALE: 1" = 100'

See Map 17 12 33B


E. LAFAYETTE AVE.
VACATED
E. KEARNEY AVE.
E. GREENWOOD AVE.
E. IRVING AVE.
2 ND STREET
3 RD STREET
4 TH STREET
5 TH STREET
E.
E.
E.
E.
CENTER ADDITION
15
18
31
14
19
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29
VACATED
2100
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2300
2101
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800
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1100
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1600
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3900
3800
3700
5300
5200
5100
5000
4900
4700
4800
8800
8700
8600
8500
8400
8300
See Map 17 12 33C
See Map 17 12 33D
See Map 17 12 32A

17 12 33BC

7932 Manzanita Safety Rest Area on 1973
Pac. Hwy. N. of Grants Pass
(Treatment plant bldg. & util.) ■

7932

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

12-11-8-

REGION NO. 10	REPORT NO. 4	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 12-8-80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-5-2(73)64
COMPLETION DATE 9-11-74	ACCEPTANCE DATE BY CONTRACT AGENCY 4-20-80	TIME ELAPSED -- %	CONTRACT TIME --
APPROVED EXTENSIONS --	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MANZANITA SAFETY REST AREA
PACIFIC HIGHWAY
Experimental Sewage Disposal System

The subject experimental chemical sewage treatment plant has been operated for 5 years. It has been concluded that the project is an unsuccessful experiment. The plant is capable of producing a technically acceptable effluent, however, the operational costs are unacceptable. Therefore, the experimental disposal plant will be phased out and a conventional alternate system constructed.

Attached to my final inspection report is a summary report which briefly explains the rationale used in arriving at the above decision. Our file contains the numerous study reports, communications, test results, etc., from which this summary report was extracted.

RECEIVED
STATE HWY ENGR
DEC 12 '80
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

12-12
af

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T P Lowe T. P. Lowe		SIGNATURE ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12-8-80	TITLE Field Operations Engineer	DATE 12/11/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7-

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-2(73)64

STAT[illegible]JECT NO. See below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-729

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4/13
orig to

RECEIVED
STATE HWY ENGR
APR 14 '79
REFER TO
Moehring
FOR
Info [illegible] R/D D/R Sign Act File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-1-79	FEDERAL ROUTE NUMBER Interstate 5	STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Manzanita Safety Rest Area

GENERAL DESCRIPTION OF WORK:

Sewage Testing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of January 1, 1979, as requested in Mr. Keasey's letter of March 22, 1979, as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. #1 Supplement is approved for TEC NTE $5,405 - Federal Funds $4,984.

The work authorized above is for period January 1, 1979 through December 31, 1979 for the purpose of conducting daily testing and monitoring Sewage Disposal System.

DATE 4-10-79	SIGNATURE OF APPROVING OFFICIAL G.K.	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7932

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-51		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine
MODIFICATION NUMBER 4 (No modif #3)	8-28-78	Project Number I-5-2(73)64

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on January 16, 1973,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 399,432.00	$ 436,525.00
Federal funds	$ 367,629.00	$ 402,781.00
Other revisions		

Original in #7883

This modification is made for the following reasons:

To include approved Price Agreement costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

68717

File

Oregon State Highway Division
Salem, Oregon August 18, 1978

Federal Aid Project
I-5-2(73)64

Manzanita Safety Rest Area
Pacific Highway in Josephine County

Revised Project Agreement

Type Code Y022 (Experimental)
Install Sewage Disposal Facility

Subtotal of Previous Estimate of January 3, 1975		$247,085.00
	Subtotal	$247,085.00
	Engineering	37,060.00
	Total	$284,085.00

Type Code Y022
Treatment Plant Building and Utilities

Subtotal of Previous Estimate of January 3,1975		$118,645.00

Additional Approved Items

PA #2	Backfill Tank and Restore Area	Lump Sum	$ 1,300.00
PA #3	Plan Revisions	" "	1,976.76
PA #4	Install Fuel Tank	" "	1,443.00
PA #5	Install Rain Tower Enclosure	" "	1,001.65
	Subs. Siding (State Credit)	" "	323.15
PA #6	Furnish & Install Conc. Vault	" "	317.16
	Bedding Existing Cleanouts	" "	87.43
	Furnish Add. Cover for Oil Tank	" "	14.81
PA #7	Extend Existing Drain Vents	" "	461.65
	Install 2-in. Vault Drains	" "	83.96
PA #8	Extend Chain Link Fence	" "	476.76
PA #10	Install Pyrocrete	" "	6,860.00
PA #11	Sub Farm Gate (State Credit)	" "	100.00
PA #12	Install Roof Access	" "	315.00
			$ 13,915.03

Increase	$ 13,915.03
Subtotal	132,560.03
Engineering	19,879.97
Total	$152,440.00

Length of Project - - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Sewage Disposal Facilities	$284,085.00	$262,125.00	$21,960.00
Building & Utilities	152,440.00	140,656.00	11,784.00
TOTAL	$436,525.00	$402,781.00	$33,744.00

Sewage Disposal Facilities
Group 1 - 100%
Contract No. 7883
Prefix 617-1077

Building & Utilities
Group 1 - 100%
Contract No. 7932
Prefix 617-1078

7932

STATE COPY

MONTHLY TRANSACTION NUMBER 7-29	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Josephine
MODIFICATION NUMBER 2	7-16-74	PROJECT NUMBER I-5-2(73)64

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 16, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 284,328	$ 369,727
Federal Funds	$ 262,348	$ 341,146
Other revisions		

Original in #7883

This modification is made for the following reasons:

To include increase in cost of sewage disposal system and authorized utility work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of July, 19 74.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ES Hunter

Assistant State Highway Engineer
(Title)

By ______
(Division Engineer)
for G. L. Green

By ______

______
(Title)

By ______

______
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Federal Aid Project
No. I-5-2(73)64

Oregon State Highway Division

MANZANITA SAFETY REST AREA

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Salem, Oregon, July 8, 1974

Project Agreement Estimate.

Type Code Y022-(Experimental)
Install Sewage Disposal Facility

Negoitaited Contract (Wasteco and Chem-Pure, Inc.)	All Required	$218,380.00
	Subtotal	$218,380.00
	10% Engineering	21,838.00
	Total	$239,218.00

Type Code Y022
Treatment Plant Building and Utilities

Service Road and Building Site	All Required	$ 20,000.00
Electrical Supply System, Complete	All Required	12,600.00
Potable Water Line to Sewage Plant	All Required	2,800.00
Reconstruct Toilet Building, Water Piping System	All Required	6,500.00
Sanitary Sewer System, Complete	All Required	31,200.00
Recycled Water Line, Complete	All Required	4,500.00
Waste Water Disposal System, Complete	All Required	6,900.00
Treatment Plant Building	All Required	28,900.00
		$113,400.00

Anticipated Items

Temporary Erosion Control	All Required	$ 200.00
Sewage Flow Meter (E.W.)	All Required	3,500.00
Waste Water Pump (E.W.)	All Required	1,000.00
Work by Pacific Power & Light Co.	All Required	545.00
		$ 5,245.00
	Subtotal	$118,645.00
	10% Engineering	11,864.00
	Total	$130,509.00

Length of Project - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Sewage Disposal Facilities	$239,218.00	$220,726.00	$18,492.00
Building and Utilities	130,509.00	120,420.00	10,089.00
Totals	$369,727.00	$341,146.00	$28,581.00

Sewage Disposal Facilities

Group 1 - 100%

Contract 7883

Prefix: 617-1077

Building and Utilities

Group 1 - 100%

Contract No. 7932

Prefix: 617-1078

7932

STATE COPY

MONTHLY TRANSACTION NUMBER 10-21	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	[illegible]E Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Josephine
MODIFICATION NUMBER 1	10-9-73	PROJECT NUMBER I-5-2(73)64

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 16, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 154,418	$ 284,328
Federal Funds	$ 142,481	$ 262,348
Other revisions		

copy in #7883

This modification is made for the following reasons:

to include contract for treatment plant building and utilities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9a day of October, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter
Assistant State Highway Engineer
(Title)

By D. S. Smith
(Division Engineer)
for G. L. Green

By ______________________
____
(Title)

By ______________________
____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. I-5-2(73)64

MANZANITA SAFETY REST AREA

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Salem, Oregon, October 2, 1973

Project Agreement Estimate

Type Code Y022 (Experimental) Install Sewage Disposal Facility

Negotiated Contract (Wasteco and Chem-Pure, Inc.)	All Required	$140,380.00
	Subtotal	$140,380.00
	10% Engineering	14,038.00
	Total	$154,418.00

Type Code Y022 Treatment Plant Building and Utilities

Service Road and Building Site	All Required	$ 20,000.00
Electrical Supply System, Complete	All Required	12,600.00
Potable Water Line to Sewage Plant	All Required	2,800.00
Reconstruct Toilet Building, Water Piping System	All Required	6,500.00
Sanitary Sewer System, Complete	All Required	31,200.00
Recycled Water Line, Complete	All Required	4,500.00
Waste Water Disposal System, Complete	All Required	6,900.00
Treatment Plant Building	All Required	28,900.00
		$113,400.00

Anticipated Items

Temporary Erosion Control	All Required	$ 200.00
Sewage Flow Meter (E.W.)	All Required	3,500.00
Waste Water Pump (E.W.)	All Required	1,000.00
		$ 4,700.00
	Subtotal	$118,100.00
	10% Engineering	11,810.00
	Total	$129,910.00

Length of Project - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Sewage Disposal Facilities	$154,418.00	$142,481.00	$11,937.00
Building and Utilities	129,910.00	119,867.00	10,043.00
Totals	$284,328.00	$252,348.00	$21,980.00

Sewage Disposal Facilities	Building and Utilities
Group 1 - 100%	Group 1 - 100%
Contract 7883	Contract No. 7932
Prefix 617-1077	Prefix 617-1078

7932

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 1-42	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-16-73	COUNTY Josephine
		PROJECT NO. I-5-2(73)64

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 2.6 mi. N. of Grants Pass

Original in #7883

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-30-72	1.0
OTHER *(Specify)*		

FUNDS Pro-rata 92.27%

ESTIMATED TOTAL COST OF PROJECT $ 154,418	FEDERAL FUNDS $ 142,481

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______________________

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

fd By ______________________
G. L. Green (Division Engineer)

Date executed by Division Engineer 1-16-73

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. I-5-2(73)64

MANZANITA SAFETY REST AREA

INTERSTATE I-5, JOSEPHINE COUNTY

Salem, Oregon, January 11, 1973

Project Agreement Estimate
Type Code Y022 (Experimental)
Install Sewage Disposal Facility

Negotiated Contract Wasteco Inc.	All Required	$ 140,380.00
	Subtotal	$ 140,380.00
	10% Engr. & Cont.	14,038.00
	Total	$ 154,418.00

Retain In Program

Connections to existing water & toilet facilities		$ 32,400.00
Building to house "Wasteco" plant		18,000.00
	Subtotal	$ 50,400.00
	10% Engr. & Cont.	5,040.00
	Total	$ 55,440.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Negotiated Contract	$154,418.00	$142,481.00	$ 11,937.00
Retained in Program	55,440.00	51,154.00	4,286.00
	$209,858.00	$193,635.00	$ 16,223.00

Group 1 - 100%

Contract

Prefix 617-1077

#752

1-12-

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-2(73)64

STATE PROJECT NO. See below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-4-78

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

"Manzanita Safety Rest Area"

GENERAL DESCRIPTION OF WORK:

Supplemental Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Supplemental Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-30-77 I approve the Supplemental Agreement with Chem-Pure West for the subject project. Also, as requested, two approved copies of the Agreement are returned herewith.

DATE 1-12-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8

#7932 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

12-7-77

8

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 5-2(73)64

STATE PROJECT NO.: See Below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-729

COUNTY NAME: Josephine

PROGRAM STAGE (Check ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 8-1-77

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:

"Manzanita Safety REst ARea"

GENERAL DESCRIPTION OF WORK:

Extension of Sewage Treatment Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) : Extension of Agreement
TEC NTE $7,200, F.F.- $6,640

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-30-77 letter, this will confirm the verbal authorization of Mr. G. K. Hossner to extend the Agreement with the City of Grants Pass effective 8-1-77 pending a formal executed agreement. Formal agreement is hereby approved at a rate of $100.00 per week for period August 1, 1977 through December 1, 1978. A signed copy is returned herewith.

NOTED
F. B. KLABOE

Swan
12-12

DATE: 12-7-77

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Adminsitrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7432

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

10-1-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 10-1-75	REPORT MADE BY S. O. Docampo, Engr Trainee		PROJECT NO. I-5-2(73)64
COMPLETION DATE 12-24-74	ACCEPTANCE DATE BY CONTRACT AGENCY 6-20-75	TIME ELAPSED 100 %	CONTRACT TIME 251 cd
APPROVED EXTENSIONS 158 days	LOCATION 5 miles north of Grants Pass		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
OCT 06 1975
Washington

GRANTS PASS TO ROSEBURG
MANZANITA REST AREA
Building and Utilities

This project consisted of constructing a treatment plant building, service road, and utilities for the Manzanita Safety Rest Area.

The project was completed December 24, 1974. The contract provided for 251 days. A 158 day extension was granted and no liquidated damages will be charged.

Final cost of the project is $155,945.82, which is a slight overrun.

NOTED
H.S. COULTER

RECEIVED
OCT 7 1975
Office of
Assistant State Highway Engineer

10-7-75
cy Kessey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 10-1-75	TITLE District Engineer	DATE OCT 06 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL	*To be completed by Washington Headquarters Personnel*		2 – 4	5 – 8	9 – 12	13 – 15	
		16 – 18	19 – 22	23 – 24	25 – 27	28 – 30	31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Josephine	FEDERAL PROJECT NO. I-5-2(73)64	URBAN ( ) RURAL XX

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
CARD A		CONSTRUCTION TYPE CODES		Y022		DATE STARTED 12/18/73
	20	FINAL CONSTRUCTION COST	DOL.	132,589		DATE COMPLETED 12/24/74
	21	LENGTH OF PROJECT	MILES	0		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD A	30	LABOR		TOTAL MAN HOURS 5,678	GROSS EARNINGS 44,006
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	47,431	
	9	PETROLEUM PRODUCTS	GAL.	869	
	1	CEMENT	BBL.	---	
CARD C	2	AGGREGATES PURCHASED	TON.	525	
	92		CU. YD.	198	
	3	BITUMINOUS MATERIAL	GAL.	---	
	4	LUMBER	THSD BD. FT.	---	
CARD D	5	TIMBER PILING	LIN. FT.	---	
	7	REINFORCING STEEL	LB.	610	
	8	STRUCTURAL STEEL	LB.	36,000	
	10	EXPLOSIVES	LB.	---	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	38	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	235	
	15	AGGREGATES PRODUCED	TON	630	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	4,500	
	17	FENCING	LIN. FT.	2,163	
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 – 52	53 – 61	62 – 70	

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORRUGATED STEEL CULVERT	
		24"	36
		12"	26
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	
		2"	116'
		4"	384'
		5"	1128'
		6"	695'

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in ection with Items 17, 18, 19, 23 and 24 should not b orted unless difficulties are encountered in segregating such quantities from total quantiti

FORM PR-47 (REV. (10-72)

GPO 937-978

7932

15

September 22, 1975

TO G. L. Green, Division Admin.
Federal Highway Administration

FROM C. T. Kassey
Construction Engineer

Federal-aid Project
No. I-5-2(73)64

SUBJECT Request Federal-aid Project Acceptance

Contract 7932 Work Completed December 24, 1974

Project Manzanita Safety Rest Area

Highway Pacific

County Josephine

Acceptance: Transportation Commission June 20, 1975

Federal Highway Administration March 14, 1975

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

MDC:dgk

cc: Richard Hacek
R. D. Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
June 26, 1975

FROM: Bob Church For
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7932, Work Completed December 24, 1974

Project Manzanita Safety Rest Area

Highway Pacific, County Josephine

Type of Work Treatment Plant Bldg. & Utilities

Contractor Ausland Construction Company

Recommended Acceptance Date June 20, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
Bob Church

APPROVED
FBKlaboe
STATE HIGHWAY ENGINEER
DATE: 6-27-75

#1 letter sent
6-30-75

RECEIVED
STATE HWY ENG.
JUN 27 '75
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7932 R

July 1, 1973

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On June 30, 1973, we wrote to you concerning release of final payment on Contract No. 7932 awarded to Ausland Construction Company for a building and utilities at Manzanita Safety Rest Area on the Pacific Highway in Josephine County.

Final payment on this contract is $6,394.49 and the total contract amount is $132,007.49 including $4,130.66 for work performed under force account.

Very truly yours,

C. V. Reed
COMMISSION SERVICES

cc Ausland Construction Company
PO Box 437
Grants Pass, OR 97526

Great American Insurance Co.
510 Morgan Building
Portland, OR 97205
bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
A. Shirley
fkn/hb

7932

R

SALEM, OREGON
June 26, 1975

C. T. Keasey
Construction Engineer

Highway Project Acceptance

F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7932, Work Completed December 24, 1974

Project Manzanita Safety Rest Area

Highway Pacific, County Josephine

Type of Work Treatment Plant Bldg. & Utilities

Contractor Ausland Construction Company

Recommended Acceptance Date June 20, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
Bob Church

7932

THIS IS THE FINAL WEEKLY REPORT

R

FORM 81-734-3601

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Manzanita Safety Rest Area Building and Utilities

WEEK ENDING: May 10, 1975

SECTION PREFIX: 617 - 1078

HIGHWAY: Pacific

COUNTY: Josephine

NAME OF JOB: Manzanita Safety Rest Area

KIND OF WORK: Installation of building and utilities

CONTRACTOR: Ausland Construction, Inc.

CONTRACT NUMBER: 7932

FEDERAL AID PROJECT NUMBER: I-5-2(73) 64

DATE OF CONTRACT: September 28, 1973

DATE WORK STARTED: December 18, 1973

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 442

CALENDAR DAYS USED: 453

SPECIFIED COMPLETION DATE: December 13, 1974

PERCENT OF TIME ELAPSED: 102 %

PROJECT AUTHORIZATION: $ 155,149.58

EXCLUSIVE OF ENGINEERING: $ 135,149.58

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 131,450.75

ESTIMATED PERCENT: OVERRUN / UNDERRUN 2.7%

ENGINEERING AUTHORIZATION: $ 20,000.00

ENGINEERING COST TO DATE: $ 20,635.84

This Week 0.00

PERCENT OF AUTHORIZATION: 103.2 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 %

DATE PROJECT WAS COMPLETED: December 24, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Cloudy / Rain	0		THIS IS THE FINAL WEEKLY REPORT
MONDAY 5	Cloudy	0		
TUESDAY 6	Clear / Warm	0		
WEDNESDAY 7	Partly Cloudy/Warm	0		
THURSDAY 8	Clear / Warm	0		
FRIDAY 9	Clear/Warm	0		
SATURDAY 10		0		

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Scofield
Glenn
Berg

RECEIVED
MAY 12 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No Activity
MONDAY 5	All Required paperwork received. Third Notification submitted this date.
TUESDAY 6	No Activity
WEDNESDAY 7	No Activity
THURSDAY 8	No Activity
FRIDAY 9	No Activity
SATURDAY 10	No Activity

REMARKS

Status: Project Complete. All paperwork complete and third notification sent May 5, 1975

THIS IS THE FINAL WEEKLY REPORT.

SIGNED Keith L. Martin LOCATION Grants Pass

Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7932

R

~~CON 5~~

DATE April 29, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter,
Assistant State Highway Engineer

SUBJECT Manzanita Safety Rest Area, Contract 7932
Correction of Second Time Extension Request
FAP No. I-5-2(73)64
Your File 1041DB.3

In my letter to you of January 27, 1975, your concurrence was requested in what was intended to be a complete time extension to the actual completion date of this project. Unfortunately, the completion date we were using was in error. The actual completion date was December 24, 1974, so we now ask your concurrence in another 11 days extension to correct the record. The reasons for extension remain the same and this last time is related to the late Price Agreement 10 work on the building insulation.

May we have your concurrence in this correction to the actual December 24 completion date.

JAB:fr ia

bc A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
Robert Church

7932

K

#4929

FILED
APR 3 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
APR 3 8 58 AM '75
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

April 2, 1975

Service Insulation Co.
615 S.E. First Ave.
Hillsboro, OR 97123

Attention: Harold L. McFarlan
President

NOTED ON CARD
- 4/3

Gentlemen:

This is in reply to your letter of March 28, 1975, advising us that you have a claim for insulation and fireproof material in the amount of $8,960.50. You state that this material was for the Ausland Construction Company Contract No. 7932, Manzanita Safety Rest Area in Josephine County.

The Great American Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:js

cc Great American Insurance Company
510 Morgan Building
Portland, OR 97205

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Ausland Construction Co.
P. O. Box 437
Grants Pass, OR 97526

NOTED
C. W. HEAD

bc Hon. Clay Myers - **Please acknowledge receipt of attached claim on the enclosed copy of this letter.**

Service Insulation Co.
615 S. E. FIRST AVE., HILLSBORO, ORE. 97123
(503) 648-0557

FOAM
SPRAY
POUR
FROTH
WOOL
GLASS
FOIL

March 28, 1975

Mr. Cecil Head
Secretary of State
121 State Highway Building
Salem, Oregon 97310

RE: Manzanita Safety Rest Area
Pacific Highway
Josephine County
Contract #7932

The General Contractor for the above referenced job is Ausland Construction Company, the surety bond was by Great American Insurance Company, and the sub-contractor is Medford Construction Company and we are Service Insulation Company, who worked as a sub-contractor to Medford Construction Company.

Our job was to apply insulation and fire-proof material to the sewage plant building. We completed the work December 24, 1974. Our Invoice is #5093 and the amount is $8960.50. We have received no payment on this job and are entering this as a matter of record with your office.

Sincerely,

SERVICE INSULATION COMPANY

Harold L. McFarlan
Harold L. McFarlan
President

HLM:dg

cc: Ausland Construction
Medford Construction

RECEIVED

7932

March 5, 1975

Ausland Construction Company
P.O. Box 437
Grants Pass, OR 97526

Gentlemen:

We have reviewed your second request for an extension of time on Contract No. 7932 for work on Manzanita Rest Area in Josephine County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of time for 158 days is granted. This is because of seasonal impact of earlier delays on grading work, schedule changes to accommodate two other contracts at the site and late changes in the insulation, making a total extension of 158 days to the actual completion date of December 14, 1974.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Contract Payments (Room 407)
Alfred Shirley, Jr.

JAB:fr dpy

7932

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 28, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area
Contract 7932
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in extending the specified completion date 158 days to December 14, 1974 based on the reasons set forth in Mr. Coulter's January 27, 1975 request.

G.K. Hossner
for G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
MAR 5 1975
Office of
Assistant State Highway Engineer

3-5-75
cy Kessey
Cont. Payments
Shirley

RECEIVED
STATE HWY ENGR
MAR 4 '75
REFERRED TO
Coulter
✓

NOTED
H.G. COULTER

7932

DATE January 27, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7932
Manzanita Safety Rest Area
FAP No. I-5-2(73)64

The contractor for this treatment plant building and utility installation project has requested time in which to complete the contract because of seasonal impact of earlier delays on the grading work. The grading and paving portion of the contract was completed September 13, 1974, with 66 days of liquidated damages assessed up to that time.

This is a second request for extension. An 83-day time extension revising the specified completion date from March 15 to June 6, 1974 was granted previously. This was for a delay in delivery of the contract and delay due to another contractor occupying the work area. These delays occurred in 1973.

The contractor has now cited abnormal rainfall during September 1973 through March 1974 as a further delay to the work. He contends that the initial time extension substituted working days in March through May which were "not equivalent in working conditions or weather to the September-October period lost." We agree that early fall is not ordinarily comparable to early spring for grading. Extra Work Order No. 2, to excavate and backfill saturated ground areas, further validates this reasoning. We therefore concur in a 66-day extension (to September 13, 1974) because of the impact of earlier delays and schedule changes from having three contracts going concurrently here (this same contractor holds the third, or last, contract which is still under way).

The project is now completed (as of December 14, 1974) with an additional 92 days charged after September 13 (see time list attached). Consideration of extension for this period should also be included now. This last increment of time is mostly related to an insulation change covered by Price Agreement 10 in the amount of $6,860. The specified material had to be modified for better fire protection, and the price agreement work involved a specialized sub-subcontractor who had to schedule the work. This was only after considerable delay in investigating what corrective product should be used and the related technical details. The agreement was not reached until October 14, 1974. This could have been regarded as a "stop work" situation, but we chose to let the time run to encourage completion. The State suffered no added engineering costs because the subsequent contract was in progress. We recommend extension for the last 92 days because of the insulation change, making a total extension of 158 days to the actual completion date of December 14, 1974. Your concurrence is requested.

Att.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

Treatment Plant Building and Utilities
Manzanita Safety Rest Area

Contract No. 7932

Bids opened	August 23, 1973
Original specified completion date	March 15, 1974
First time extension	83 days
(Delay in award and conflict with prior contract work)	
Revised completion date	June 6, 1974
	56 days liquidated damages
Stop work	August 2, 1974
(Conflict with prior contract work)	
Resume	September 3, 1974
	10 days liquidated damages
Complete except insulation and some electrical	September 13, 1974
	92 days liquidated damages
Complete	December 14, 1974

1/20/75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 20, 1975

FILE: CON 5 #7932

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Manzanita Safety Rest Area
Contract No. 7932
FAP No. I-5-2(73)64

Ausland Construction Company, contractor for the subject treatment plant building and utility installation project, has requested an additional 43 working days in which to complete the contract. However, the contractor prepared this request on the basis of an estimated completion date which turns out to be very optimistic. The grading and paving portion of the contract, which relates to the first part of this new extension under question, was actually completed on September 13, 1974 with 66 days of liquidated damages assessed up to that time.

An 83 day time extension revising the specified completion date from March 15 to June 6, 1974 was granted previously. It was for a delay in delivery of the contract and delay due to another contractor occupying the work area. These delays occurred in 1973.

The contractor has now cited abnormal rainfall during the months of September 1973 through March 1974 as a delay to the work. He contends that the initial time extension substituted working days in March through May which were "not equivalent in working conditions or weather to the September-October period lost". The Resident Engineer, Region Construction Engineer, and supportive documentation all support this contention. Extra Work Order No. 2 to excavate and backfill saturated ground areas further validates this reasoning. We therefor concur in the 66 days extension (or to September 13, 1974) because of impact of earlier delays and schedule changes from having three contracts going concurrently here (This same contractor holds the third, or last, contract which is still under way).

The project is now completed (as of December 14, 1974) with an additional 92 days charged after September 13. (See time list attached) The Region now concurs that consideration of extension for this period should also be included now. This last increment of time is mostly related to an insulation change covered by Price Agreement 10 ($6,860). The specified material had to be modified for better fire protection and the price agreement work involved a specialized sub-subcontractor who had to schedule the work. This was only after considerable delay in investigating what corrective product should be used and the technical details related. The agreement was not reached until October 14, 1974. This could have been regarded as a "stop work" situation, but we chose to let the time run to encourage completion. We recommend extension for the last

RECEIVED
JAN 27 1975
Office of
Assistant State Highway Engineer

92 days because of the insulation change, making a total extension of 158 days to the actual completion date of December 14, 1974.

This is a "Federal-aid Interstate Highway Project" and any adjustment of contract time will require FHWA concurrence. Rough draft letters are attached.

JAB:fr

Att.

cc: V. L. Gallagher

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 26, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar ~~work~~days from 251 days to 294 days, within which to complete our Contract No. ...., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached letter.

Respectfully submitted,

Ausland Construction, Inc.
Contractor

By John M. Ausland
Johm M. Ausland

CONSENT OF SURETY

Date June 26, 1974

We, Peerless Insurance Company
............, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James R Haggerty
Attorney-in-fact

James R Haggerty
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7932 Contractor Ausland Construction Co.

Highway Pacific

Section Manzanita Safety Rest Area

Kind of Work Treatment PlantBuilding and Utilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 66 days extension of time (to September 13, 1974) for seasonal impact of earlier delays on grading and for schedule changes to accommodate two other concurrent contracts at same site, plus an additional extension for the last 92 days because of insulation change, making a total extension of 158 days to the actual completion date of December 14, 1974.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or Bridge Engineer

H S Coulter
Asst State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*8296-734

530 NORTHWEST F STREET

476-7476
476-2313

AUSLAND CONSTRUCTION INC.

Contractors and Engineers

P. O. BOX 437
GRANTS PASS, OREGON 97526

June 26, 1974

Oregon State Highway Department
P. O. Box 306
Grants Pass, Oregon 97526

Re: Manzanita Safety Rest Area
Contract 7932
Request for time extension

Gentlemen:

Since our June 3, 1974 letter was written several things have happened:

1. Copeland Paving rocked the road and parking lot area on June 21 and were going to pave on June 22. The engineer decided, however, that the area was still too wet and stopped them from paving. The paving firm is now paving a big road job and will not be able to do this paving for about three weeks or about July 13.
2. The fencing crew was scheduled to be on the job Monday, June 24, but since they had to obtain 40 feet of special fencing for an extra, they have rescheduled to July 1.

Our 35 days that we requested on the June 3 letter will be up on July 11 which is probably before we can get the paving crew back on the job. Allowing a week for installing the added prefab building, putting in the rocked surface next to the treatment building and other miscellaneous items gives us 43 days until completion from June 6. We therefore respectfully request an additional 43 days rather than 35 days.

Sincerely,

AUSLAND CONSTRUCTION, INC.

John M. Ausland

John M. Ausland

JMA mt

OR. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
JUN 28 1974

[illegible]

476-2313

AUSLAND CONSTRUCTION INC.

Contractors and Engineers

P. O. BOX 437
GRANTS PASS, OREGON 97526

June 3, 1974

Oregon State Highway Department
P. O. Box 306
Grants Pass, Oregon 97526

Re: Manzanita Safety Rest Area
Contract 7932
Request for time extension

Gentlemen:

We have applied for and been granted a valid time extension of 83 calendar days. One of the reasons we applied for this time extension was because we were unable to start the contract work for 59 days due to a prior contractor who was building the treatment plant and the State's taking more than 30 days to award the contract. This was during the ideal working weather of September, October and early November. We were not able to start until after the rainy season had started. We were given additional days after March 15th (the original completion date) these days in March and April were, however, not equivalent in working conditions or weather to the September October period. The early fall days are the best of working days since the ground is at its driest and the days are generally fair. March and April have poor working conditions at the very best. The ground is extremely wet, especially since we had record rainfall this year, and the weather is far from ideal for working. Due to this record rainfall and the delay in starting the work we have been faced with completing a road and parking area when the water table was at ground surface. This area was still water saturated and unsuitable for road work until last week when we completed a drain system specifically to dry the area so the work could progress. Last fall there would have been no problem in completing the road and parking lot in but a few weeks. The winter rain has, however, made our job much more difficult and lengthly.

The Engineer decided on May 31, 1974, to allow us to install a drain system so that the work could proceed. Our completion date (including the time extension) is June 6, 1974 which gives us only four working days to complete the drainage system, road work and plant building. This is a physicial impossibility. We need at least three (3) weeks to complete the road work, fencing, etc. and another two (2) weeks for the building. The subcontractor working on the building quit working several weeks ago stating that the area was not suitable for moving his machinery. The area was quite muddy and rough and the subcontractor would even now have a difficult time moving his hyster to the necessary places since the grading is not yet completed.

It should be noted in this letter that we tried to start work several times during the winter. The work, however, could not be completed according to the specifications. The ground was too wet for proper backfilling of trenches and our equipment was making a terrible mess of the work area. Both the Engineer and Inspector agreed that the conditions were not suitable for pipeline work or road building which is what had to be done.

Because the unusually wet ground conditions havemade the area impossible to do the work according to the contract we are requesting an additional 35 days in which to complete the work as revised on May 30, 1974. This 35 days also includes three (3) days to install vents in the treatment building as added by a change order and four (4) days (now completed) to install the drainage system. The drainage system took only two days to install but the okay was given on Friday and the weekend was also therefore lost.

We now have the contract for the next phase of construction at the Manzanita Safety Rest Area. Not having the first portion of the work completed is hurting no one but us. The State would have a difficult time justifying liquidated damages since the inspector, etc. would have to be on the second job anyway.

Sincerely,

AUSLAND CONSTRUCTION, INC.

John M Ausland

John M. Ausland

JMA mt

enclosures

also enclosed are two pictures

7932

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 20, 1975

AGENDA
FEB 26 1975

4b-2

TO Oregon State ~~Highway~~ Transportation Commission

NAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

Ausland Constr. Co.

SUBJECT **Manzanita Safety Rest Area** Josephine Co.
Contract No. 7932
FAP No. I-5-2(73)64
Request for Authorization Increase

We find it necessary to request a second increase in funding for this Interstate project which covers a treatment plant building and utilities.

An increase of $11,720.08 (8.7%) was approved July 30, 1974, when the project was about two-thirds completed. One larger unanticipated added order since then amounts to over three times the future contingencies that were provided for in the revised authorization. This is Price Agreement No. 10 in the amount of $6,860 to install a fire protection coating over the insulation in the building. Need for this revision was brought about by a change in fire ratings of the insulation material called for in the project plans.

The contract was completed in December 1974. Final cost is expected to overrun the existing authorization by 6.4%, or ✓ $9,386. Your approval of an increase by this amount to a new total authorization of $155,149.58 is requested.

This will be an item on the agenda for your consideration at the February 26 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
Alfred Shirley, JR.
Jack Graham
Gary Sund

JAB:fr ms

FORM 81-734-8030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 18, 1975

FILE: CON 5 #7932

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Manzanita Safety Rest Area
Contract No. 7932
Request for Authorization

TO: H. S. Coulter
Assistant State Highway Engineer

We find it necessary to request a second increase in funding for this project. An increase of $11,720.08 (8.7%) was approved July 30, 1974 when the project was about two-thirds completed. One larger unanticipated added order since then amounts to over three times the future contingencies that were provided for in the revised authorization. This is Price Agreement No. 10 in amount of $6,860 to install a fire protection coating over the insulation in the building. Need for this revision was brought about by a change in fire ratings of the insulation material called for in the project plans.

The contract was completed in December, 1974. Final cost is expected to overrun the existing authorization by 6.4%, or $9,386. This is about $2,000 more than can be allowed.

Form E-372 and a draft letter to Transportation Commission is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
FEB 19 1975
Office of
Assistant State Highway Engineer

7932

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **February 20, 1975**

TO Oregon State ~~Highway~~ **Transportation** Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Manzanita Safety Rest Area**
Contract No. 7932
FAP No. I-5-2(73)64
Request for Authorization Increase

We find it necessary to request a second increase in funding for this Interstate project which covers a treatment plant building and utilities.

An increase of $11,720.08 (8.7%) was approved July 30, 1974, when the project was about two-thirds completed. One larger unanticipated added order since then amounts to over three times the future contingencies that were provided for in the revised authorization. This is Price Agreement No. 10 in the amount of $6,860 to install a fire protection coating over the insulation in the building. Need for this revision was brought about by a change in fire ratings of the insulation material called for in the project plans.

The contract was completed in December 1974. Final cost is expected to overrun the existing authorization by 6.4%, or $9,386. Your approval of an increase by this amount to a new total authorization of $155,149.58 is requested.

This will be an item on the agenda for your consideration at the February 26 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
Alfred Shirley, JR.
Jack Graham
Gary Sund

JAB:fr ms

7932.

R.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

CON 5-1048

January 2, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Kaasey
Construction Engineer

Federal-aid Project
No. I-5-2(73)64

SUBJECT Request Contract Acceptance

Contract 7932, Work Completed December 24, 1974

Project Manzanita Safety Rest Area

Highway Pacific

County Josephine

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 14, 1975

RECEIVED
STATE HWY ENG
MAY 20 '75
REFER TO Coulter
FOR
Info | C&R | Sign | Act | File ✓

G.K. Hossner
for G. L. Green
Division Engineer

cc: F. B. Klaboe
C. T. Kaasey

#7932

August 7, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Project No. I-5-2(73)64
Manzanita Safety Rest Area

We hereby request your approval of a minor program change on the subject project to include in the Character of Proposed Work "Testing and Monitoring of the Sewage Disposal System" in accordance with the work plan.

The construction of this incinerator type of sewage disposal system was programed as a Category 2 Experimental Project and approved by your memo of October 27, 1972; however, the testing and monitoring of the system, included in the work plan, was not included in the project as programed. Enclosed is a copy of Mr. Hart's memo of August 6, 1974 with attachments which provides additional information.

We are enclosing for your approval a State Force Order for the performance of this testing and monitoring work at an estimated $28,705.00 total cost and $26,483.00 in Federal Funds. The tests to be performed by State forces require the use of specialized equipment; therefore, we request your approval and participation in the purchase of this equipment as indicated on the State Force Order. Since a portion of the tests required are complex and require the use of costly special equipment, your approval is also requested to contract this portion of the work to the city of Grants Pass, which has the equipment and trained personnel available to perform this portion of the work.

CL:bb
Enc.

7932

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 15, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Overrun of Project Authorization
Manzanita Safety Rest Area
Contract No. 7932

The original authorization was $134,043.50 for this treatment plant building and utilities project located on I-5 in Josephine County. It now appears that the final cost will be $145,763.58, an increase of $11,720.08, or 8.7 percent.

The overrun is due to an accumulation of relatively small unforeseen problems which were encountered as the work progressed. This will result in approximately $8,850 more being spent on extra work than had been anticipated for contingencies. The type of work involved also requires a relatively high percentage of inspection and engineering. This overall sewage treatment project is a new concept and the first of its kind for us.

The project utilizes Federal Interstate funding. I recommend the project authorization be increased to a new total of $145,763.58.

This will be an item on the agenda for your consideration at the July 30 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
C. T. Keasey
H. S. Coulter
V. E. Skoog
V. L. Gallagher
Alfred Shirely
Gary Sund
Bob Whipps

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 5, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Overrun of Project Authorization
Manzanita Safety Rest Area
Contract No. 7932

An overrun in the authorization for the subject project is apparent. The original authorization was $134,043.50 for this treatment plant building and utilities project located on I-5 in Josephine County. It now appears that the final cost will be $145,763.58, an increase of $11,720.08, or 8.7 per cent.

The overrun is due to an accumulation of relatively small unforeseen problems which were encountered as the work progressed. This will result in approximately $8,850 more being spent on extra work than had been anticipated for contingencies. You will note the overrun form lists 10 added orders. Engineering will exceed the amount provided partly because the project will be completed approximately four months late (an 83-day extension was approved in May due to conflict and delay on the prior Chem Pure-West contract). Also, the type of work involved requires a disproportionate amount of inspection. This over-all sewage treatment project is a new concept and the first of its kind for us.

The project utilizes Federal Interstate funding. I recommend the project authorization be increased to a new total of $145,763.58. A rough draft letter to the Transportation Commission is attached.

JAB:WR:fr

Att.

cc: V. L. Gallagher

RECEIVED
JUL 8 1974
Office of
Assistant State Highway Engineer

7932

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 24, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area
Supplemental Agreement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The supplemental agreement between the Oregon State Highway Division and Wasteco, Inc. and Chem-Pure West, Inc. for work on the subject project is approved as submitted with Mr. Hart's June 10, 1974 letter.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 26 '74
REFER TO
Orig - Hunte
FOR

Info	Inves	R/C	U/R	Sign	Act	File
					✓	

7932 8

May 31, 1974

Ausland Construction Company
P. O. Box 437
Grants Pass, OR 97526

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7932 for work on the Manzanita Safety Rest Area in Josephine County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a revision of the specified completion date to June 6, 1974, extending the time 83 days, is granted.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Kessey
V. L. Gallagher
V. E. Skoog
Alfred Shirley

WR:fr cm

7932

Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 24, 1974

In reply refer to: 10-41-B

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area
Time Extension - Ausland Construction Company
(Mr. Coulter's memo, 5-9-74)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I concur in extending the specified completion date 83 days to June 6, 1974 for the reasons set forth in Mr. Coulter's request.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 29 '74
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

RECEIVED
MAY 30 1974
Office of
Assistant State Highway Engineer

5-30-74
cy Rec'd
Shirley Gallagher

NOTED
H.S. COULTER

OREGON STATE
HIGHWAY DIVISION

May 9, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY H. S. COULTER

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7932
Manzanita Safety Rest Area
FAP No. I-5-2(73)64

[illegible]
A. E. [illegible]

Ausland Construction Company, contractor for the subject treatment plant building and utility installation project, has requested an additional 47½ working days in which to complete the contract without assessment of liquidated damages. The contractor has cited late submittal of contract, inaccessibility to the site, material delivery delay, extra work, and abnormal rainfall as the reasons why additional time should be granted.

Bids for this contract were opened August 23, 1973, with a specified completion date of March 15, 1974. The contract was 38 percent complete as of May 4.

The contract was mailed to the contractor on September 28, 1973, 36 days after bid opening or 16 days beyond the maximum time allowed in the contract specifications. This delay was involved in getting Department of Environmental Quality clearances. The contractor was then prevented from performing work prior to December 3, 1973 because of work performed by others at the site under a prior contract (the Chem-Pure West contract which has also been granted added time). This was an additional 67-day delay, for a total of 83 calendar days' delay in commencing work.

Since the 83-day delay in commencing work justifies the time requested by the contractor, it is recommended that we not evaluate other reasons at this time.

E 123

Your concurrence is requested in extending the specified completion date 83 days to June 6, 1974. Liquidated damages accrue at the rate of $100 per day.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
A. Shirley, Jr.
V. L. Gallagher

RECEIVED
STATE HWY ENGR
MAY 9 '74
REFER TO
FOR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 6, 1974

FILE:

RECEIVED
MAY 8 1974
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

FROM: John A Bond
John A. Bond
Construction Administration Engineer

TO:
H. S. Coulter
Assistant Highway Engineer

SUBJECT:
Time Extension Request
Manzanita Safety Rest Area
Contract No. 7932
FAP No. I-5-2(73)64

Ausland Construction Company, contractor for the subject treatment plant building and utility installation project, has requested an additional 47-1/2 working days in which to complete the contract without assessment of liquidated damages. The contractor has cited late submittal of contract, inaccessability to the site, material delivery delay, extra work, and abnormal rainfall as the reasons why additional time should be granted.

Bids were opened August 23, 1973 for the subject contract which had a specified completion date of March 15, 1974. The contract was 38 per cent complete as of May 4, with an expected completion date of May 15 (which seems optimistic).

The contract was mailed to the contractor on September 28, 1973, 36 days after bid opening or 16 days beyond the maximum time allowed in the contract specifications. This delay was involved in getting DEQ clearances. The contractor was then prevented from performing work prior to December 3, 1973 due to work performed by others at the site under a prior contract (That is the Chem-Pure West contract which has also been granted added time). This was an additional 67-day delay for a total of 83 calendar days delay in commencing work.

A delay in obtaining pipe cited by the contractor is not adequately documented. As this delay occurred during the same period covered by the 83-day delay cited above, no additional time should be granted anyway.

The contractor has cited abnormal rainfall during the months of September, 1973 through January, 1974 as a delay to the work. Adverse weather is not usually a basis for granting additional time and some of this period of time was covered by the 83-day delay noted above. The seasonal influence of the earlier delay may be valid for extension. Several added orders probably have accumulated some time also.

Since the 83-day delay in commencing work justifies more time than requested by the contractor, it is recommended that we not evaluate other reasons at this time.

I recommend that the specified completion date be extended 83 days to June 6, 1974. Liquidated damages accrue at the rate of $100 per day.

This is a "Federal-aid Interstate Highway Project" and any adjustment of contract time will require FHWA concurrence. Rough draft letters are attached.

JAB:WR:fr

Att.

cc: V. L. Gallagher

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 22, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 116 days to 163½ days, within which to complete our Contract No. 7932, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached letter.

Respectfully submitted,

AUSLAND CONSTRUCTION COMPANY
Contractor

By John M Ausland

CONSENT OF SURETY

Date February 22, 1974

We, The Great American Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James R Swaggerty
Attorney-in-Fact
James R. Swaggerty

(SEAL)

James R Swaggerty
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7932 Contractor Ausland Construction Co.

Highway Pacific

Section Manzanita Safety Rest Area

Kind of Work Treatment Plant Building & Utilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend the specified completion date be extended 83 days to June 6, 1974, because of inaccessability to the site.

Recommended for Approval:

J. H. Wilson
Division Engineer

John A. Bard
Construction Engineer
~~Bridge Engineer~~

H S Coulter
Asst State Highway Engineer

Contract No.	7932
Project designation	(Fed)I-5-2(73)64 State-Federal
Date awarded	9-28-73
Work started	12-18-73
Per cent completed	17%
Specified Comp. Date ~~No. of Workdays Allowed~~	Date 3-15-74
% of Time Elapsed ~~No. of Workdays Used~~	93%
No. of Added Workdays Requested	47½

SP*[illegible]-734

CONTRACTS REQUEST FOR I EASE IN NUMBER OF WORK DAYS TO MPLETE CONSTRUCTION

Contract #7932
Ausland Construction Company
February 22, 1974

We are requesting time extension for the following reasons:

1. This project was bid on August 23, 1973, but contracts were not mailed out until September 28, 1973. We received and signed the contract on September 29, 1973. This is a total of 36 days or six more days (five working days) then allowed under para. 103.02.

2. The grading and paving around the treatment plant is what is holding up completion of the project. This work can not be done because the ground condition is very bad. Above normal rainfall, especially in November, has made this area very muddy. Chem-Pure installed the building slab and plant equipment under a prior contract, and in doing so, cut up the ground very badly. The ruts and open earth have greatly facilitated the messy condition of the soil. Chem-Pure was to be finished by the time our contract started, but they did not finish their backfilling until November 21st. Since we could not work in this area until they were finished, and the rains started in the last week of October, we were left with a mud hole and no decent weather to do the work (see rainfall in para 5). Since then, we have had several short periods of dry weather, but not enough to dry up the area. Early October would have been an ideal time to do this work, but now we see no alternative but to wait for drier and warmer weather. We could, if time was critical, cut the whole area down to rocky, stable soil. This, however, should be an extra since the cut and the rock fill would undoubtedly be more than that called for by the contract. The work would also be under much worse conditions than if we could have done it in October.

   Since the grading and paving is what is holding up the job and Chem-Pure's presence delayed our possible starting date on this 38 working days, we feel we should be allowed 38 more working days.

3. Upon signing the contract we immediately asked for quotes on pipe, but we did not press the issue too much since we have always been able to get delivery in three or four days. The quotes came in specifying an uncertain six weeks for delivery, if they could supply it at all. Pipe finally arrived as follows:

   Sloan color guard fittings - December 9, 1973
   2" pipe - Shipped December 21, 1973
   2½" pipe - December 11, 1973

   We did spend the month of October getting quotes and trying to locate sources that could deliver quicker. Six weeks, however, is an excessive delivery time and it did delay our pipe work about a month. We are not pressing this point since we still feel that we can finish the pipe work by the 15th of March. Clean up of the ground surface, however, is going to be difficult unless it drys up.

4. On November 6, 1973, we received a request for a quote on adding "water pipe identification" and several other items to the contract. We completed our quote on November 21. After a request on December 29 to break down our quote further, we resubmitted our quote on January 2, 1974. This was a complicated quote including several other subcontractors, and it took nearly two weeks to get their breakdowns. Rock surfacing was then added to this Price Agreement on January 3, 1974, to which we responded with a quote on January 9. The final Price Agreement #3 reached us on January 18, but was not approved and returned to us until February 21, 1974. The approval of this "water pipe identification" took a total of 107 days. We did, however, order the marking tape on December 3 from Mystick Tape. On December 26 the Mystick Tape representative said we would have the tape within the week. On January 11 after not being able to contact the Mystick Tape representative and having the factory tell us that they did not know of our order, we re-ordered from another firm and accepted delivery from UPS on January 16. If we had ordered this tape upon Price Agreement approval, we would not have it yet, and very little of the waste water pipe could have been layed. Part of the waste water pipe was installed with thesewer lines and therefore, the sewer lines were also delayed. After waiting eight working days for the tape to arrive, we had to go ahead and start the sewer lines. We tried to leave the trenches open so that the tape could be added later, however, the rains caused quite a bit of sloughing off of the trench banks. We then had to go to extra time and expense uncovering the pipe for tape application when it did arrive. The addition of this pipe marking caused us quite a delay since all the pipe and fittings for thisphase of the work had arrived by December 6 and we held off starting the work until December 18 (eight working days).

5. Our work progress has been very slow due to having 178% of our normal rain fall since the end of August. Ground water has very near, or even above ground level in several areas causing many problems in all phases of the work. Rainfall has been as follows according to the official recordings from the Grants Pass Filtration Plant:

	Sept.	Oct.	Nov.	Dec.	Jan.	Total % Normal
Normal	0.69"	2.89"	4.67"	5.90"	6.59"	100%
1973-74	1.23"	3.36"	15.13"	6.58"	10.60"	178%
% Normal	178%	116%	324%	112%	161%	

Since December 6, when enough material arrived on the job to start the sewer lines, we have worked only 39 out of 62 working days (including one Saturday) or 63% of the time. The time not worked is directly due to bad weather, and some of the days worked were only partial days, or under very poor working conditions. Since rainfall was 178% of normal we lost at least 78% more work days than we expected to. Our time lost due to abnormal rainfall is the total working days (since sufficient materials arrived) divided by 1.78 which is 23 lost days, 1.78 = 13 days lost due to abnormal weather.

#6 Six Price Agreements have been made of which several should be allowed additional time:

a. Price Agreement #1 - No time

b. Price Agreement #2 - This involves finishing the backfilling of Chem-Pure's storage tank and grading their disposal area. It was agreed that this would not be grounds for additional time, but it is in the treatment plant area which is too sloppy to work in. We will need the following time to complete this work:

Move dirt pile	- 1 day
Build ditch around area	- 1 day
Backfill tank	- 1 day
Grade dirt piles	- ½ day
Total	3½ days

c. Price Agreement #3 - The rock surfacing, in the treatment plant area, will take at least a day. The addition of 36 feet of sewer line will take one day to complete. Also see item four above.

d. Price Agreement #4 - The 1500 gallon fuel tank, in the plant area, is going to take nearly two days to install, but we are hoping to get that done before the ground drys up.

e. Price Agreement #5 - No critical time involved

f. Price Agreement #6 - Replacement of two inch C.I. with four inch C. I., installation of one inch to two inch PVC line through culvert, installation of vault, and adjustment of the cleanouts will require at least one day.

In summary, the grading and paving of the treatment plant area is what cannot be completed until drier weather. The possible starting date of this work was delayed a total of 43 working days by a prior contractor, and also contract delay. Most of those days (those prior to the last week in October) were the only good, dry days during the Contract. Price Agreements have added 4½ days of work which we can not do until after the ground dries. We, therefore, respectfully, request for a 47½ working days time extension to complete this work. We hope we will not need all of it, but feel that we are entitled to it.

We still think that the pipe work can be completed by March 15, but this work has also been delayed, and if the weather continues to be bad, we may need additional time. We request 38 working days to finish this work. We have it broken down as follows:

CONTRACTS REQUEST FOR I[illegible]EASE IN NUMBER OF WORK DAYS TO [illegible]MPLETE CONSTRUCTION

Contract #7932
Ausland Construction Company
February 22, 1974

Contract delay	-	5 days	
Excessive material delays	-	10 days	(this is very conservative, but we have nothing to prove what delays that we should have expected. I think the excessive delay should be about 20 days)
Price Agreement #3	-	8 days	
Other Price Agreements	-	2 days	
Abnormal rainfall	-	13 days	(this is very conservative also since the abnormal rainfall causes ground conditions to be poor for much longer periods, but here again we have no way of proving the amount of work days lost during a normal winter)
Request of work days	-	38	

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
ENVIRONMENTAL DATA SERVICE
IN COOPERATION WITH GRANTS PASS AND JOSEPHINE COUNTY CHAMBER OF COMMERCE

CLIMATOGRAPHY OF THE UNITED STATES NO. 20 - 35

CLIMATOLOGICAL SUMMARY

STATION Grants Pass, Oregon

LATITUDE 42° 26' N
LONGITUDE 123° 19' W
ELEV. (GROUND) 925 Feet

MEANS AND EXTREMES FOR PERIOD Means: 1941 - 1970
Extremes: 1889 - 1972

	Temperature (°F)								**	Precipitation Totals (Inches)								Mean number of days					
	Means			Extremes									Snow, Ice Pellets						Temperatures				
																			Max.		Min.		
Month	Daily maximum	Daily minimum	Monthly	Record highest	Year	Record lowest	Year	Mean heating degree days	Mean	Greatest daily	Year	Mean	Maximum monthly	Year	Greatest daily	Year	Precip. .10 inch or more	90° and above	32° and below	32° and below	0° and below	Month
(a)	30	30	30	83		83		30	30	83		30	83		83		30	30	30	30	30	
Jan.	46.3	32.2	39.3	71	1919	0	1890	797	6.59	3.33	1907	2.1	36.1	1890	9.0	1930	11	0	*	16	0	Jan.
Feb.	54.1	33.7	43.9	78	1906	5	1950	591	3.86	4.30	1956	0.5	34.0	1917	8.0	1917	7	0	*	13	0	Feb.
Mar.	60.1	34.7	47.4	86	1923	15	1923	546	3.09	2.64	1907	0.6	9.0	1956	9.0	1956	7	0	0	11	0	Mar.
Apr.	67.6	37.7	52.7	98	1926	20	1923	369	1.66	2.00	1937	T	0.9	1953	0.9	1953	5	*	0	6	0	Apr.
May	75.1	43.3	59.2	101	1928	24	1894	180	1.64	1.61	1942	T	T	1950	T	1950	5	3	0	1	0	May
June	81.8	48.6	65.2	108	1961+	30	1917	54	0.83	1.78	1893	T	T	1965	T	1965	3	7	0	0	0	June
July	90.4	51.9	71.2	114	1928	33	1914	0	0.27	1.52	1947	0.0	0.0		0.0		1	18	0	0	0	July
Aug.	89.0	50.8	69.9	108	1971+	30	1932	6	0.31	1.45	1907	0.0	0.0		0.0		1	16	0	0	0	Aug.
Sep.	83.6	45.6	64.6	105	1928	24	1908	72	0.69	2.05	1895	T	T	1950	T	1950	2	8	0	*	0	Sep.
Oct.	68.4	40.9	54.7	99	1921	20	1971+	319	2.89	5.27	1950	T	T	1971+	T	1971+	6	*	0	3	0	Oct.
Nov.	53.5	37.1	45.3	76	1931	12	1890	591	4.67	3.55	1910	0.1	2.8	1955	2.8	1955	9	0	0	8	0	Nov.
Dec.	46.6	34.1	40.4	77	1913	-1	1972	763	5.90	4.07	1965	0.9	14.8	1964	7.5	1898	10	0	*	12	*	Dec.
Year	68.0	40.9	54.5	114	July 1928	-1	Dec. 1972	4288	32.40	5.27	Oct. 1950	4.2	36.1	Jan. 1890	9.0	Jan. 1930	67	52	1	70	*	Year

(a) Average length of record, years.

T Trace, an amount too small to measure.

**** Base 65°F**

+ Also on earlier dates, months, or years.

*** Less than one half.**

CLIMATE OF GRANTS PASS, OREGON

Grants Pass lies in the famous Rogue River Valley with most of the city at an elevation of slightly less than a thousand feet. This is an area of the confluence of several creeks with the Rogue. Here, the valley floor broadens out to a width of 2 to 3 miles. Approximately 6 miles to the west this tapers down to a narrow, rugged gorge that is the passageway of the Rogue through the Coast Range to the Pacific Ocean, whose coastline is 60 miles west of the city. With the normal air movement at this latitude from the west, the ocean exerts a major influence on the city's climate. This influence, however, is considerably modified by the passage of the incoming marine air over the intervening mountain range, whose crest is mostly between 3,000 and 4,000 feet above sea level.

The air masses reaching Oregon's coastline have already been conditioned by several days' travel across the Pacific Ocean. In that time their temperatures, at least in the lower levels, have become near that of the water over which they have been traveling and their moisture content is near the saturation point. In late fall, winter and early spring major storms, spawned in the wide reaches of the Pacific, frequently move on to Oregon's coast. Grants Pass, however, is slightly south of the main storm paths. This, plus the buffer effects provided by the Coast Range, spares the city much of the storm violence that occurs further north and in the more exposed coastal areas. Almost as soon as the incoming marine air crosses the Oregon coastline, it begins a sharp climb over the Coast Range. In the winter months, the land masses cool much more rapidly than the ocean. At this time, air moving up the mountain's west slopes is cooled both by its contact with the colder ground beneath and by the mechanics of being lifted. This latter reduces its temperature at a rate of from 3 to 5 degrees for each 1,000 feet increase in elevation. As this air is cooled, the water vapor it contains is condensed and much of it falls out as rain. Thus, after crossing these mountains and returning to the Grants Pass elevation, it is much drier and its temperature has been considerably modified. During the warmer months, when the land heats much faster than the ocean, the temperature of the incoming marine air now increases as it moves over the much warmer land surface. The cooling that results by its ascent over the mountains is much more than offset by its heating from the land surface beneath.

Grants Pass has a very definite winter rainfall climate. Even though the main path for winter storms is to the north, they still exert a profound effect on the area's rainfall pattern. Almost 75% of the average annual total occurs during the 5 months of November through March; less than 5% during the 3 summer months, June through August. Most of the precipitation that occurs, even in the winter, is in the form of rain. Rarely is a season's snowfall total more than 4 or 5 inches. In the 83 years records have been maintained here, on an average only about 1 year in 5 has had as much as 10 inches in an entire winter. This usually occurs in falls of 1 to 3 inches and melts in a few hours.

The modifying effect on temperatures due to the proximity of the Pacific Ocean with its temperatures much warmer than adjacent land masses in winter, and much cooler in summer, has already been mentioned. Subzero minimum have only occurred in 1 year out of 83 with 3 such days in December 1972. In 50% of those years, it has not dropped lower than 15° above. There are usually a few days of relatively warm temperatures each summer. However, temperatures decrease rapidly after sunset and nights are almost always pleasantly cool. The average nightly minimum even in July, the warmest month, is only 52°. Thirteen years out of fourteen will have temperatures of 100° or higher and average 6 such days annually. The graph on the reverse presents in some detail the extreme annual maximum and minimum temperatures. Grants Pass has an average growing season of 158 days (based on the average date of the last temperature of 32° in spring and the first date of its occurrence in fall). Dates for 10%, 20%, 30% and up through 90% probabilities for last in spring and first in fall occurrences for not only 32° but 28° and 24° as well are presented in the table below:

STATISTICAL LIKELIHOOD (IN PERCENT) THAT VARIOUS TEMPERATURES WILL OCCUR IN SPRING AFTER DATES INDICATED

Tempt.	90%	80%	70%	60%	50%	40%	30%	20%	10%
24°	3/29	3/18	3/9	3/2	2/23	2/15	2/7	1/27	-
28°	4/26	4/18	4/12	4/7	4/2	3/29	3/24	3/18	3/10
32°	5/22	5/16	5/11	5/7	5/3	4/29	4/25	4/20	4/13

STATISTICAL LIKELIHOOD (IN PERCENT) THAT VARIOUS TEMPERATURES WILL OCCUR IN FALL BEFORE DATES INDICATED

Tempt.	10%	20%	30%	40%	50%	60%	70%	80%	90%
32°	9/26	10/3	10/9	10/13	10/18	10/22	10/26	11/1	11/8
28°	10/17	10/24	10/31	11/5	11/10	11/16	11/20	11/27	12/3
24°	11/1	11/8	11/15	11/20	11/26	12/1	12/8	12/23	-

Sunshine is generally abundant in the spring, summer and early fall months, giving way to considerable cloudiness in the late fall and winter. Early morning fog will occur fairly often during November, December and January and occasionally in October and February. It is rarely observed during the other seven months.

A fairly long growing season, warm but not extreme summer temperatures, adequate water for irrigation due to fairly heavy winter snowfalls on surrounding mountains, all combine to provide an excellent climate for most crops. Warm, dry days and cool nights through the summer months; the fame of the Rogue as a fishing stream, and its natural beauty; plus that of the nearby mountains are some of the factors that make Grants Pass a center for one of Oregon's great recreational areas.

Stanley G. Holbrook, Climatologist for Oregon
M-10 Multnomah Building, Portland, Oregon 97204

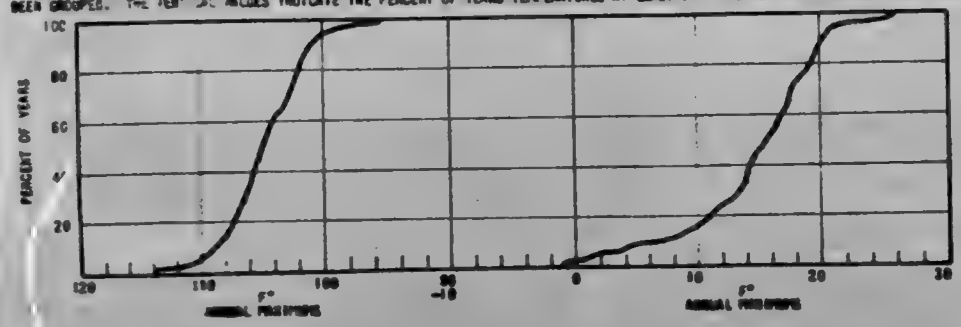
Revised
March 1973

Average Temperature (°F)

Year	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Ann'l
1943	37.4	44.8	43.2	54.8	56.9	61.4	70.0	66.3	67.3	52.9	44.2	37.6	53.6
1944	37.4	41.2	46.0	49.6	59.4	62.8	71.2	69.2	65.8	57.9	43.6	40.8	53.7
1945	42.6	45.2	46.3	52.6	60.6	64.8	72.1	72.1	63.2	55.9	45.6	41.8	55.2
1946	38.7	41.8	46.8	53.9	61.2	63.0	70.6	71.0	61.6	50.3	42.6	40.0	53.5
1947	38.0	45.6	51.0	55.7	63.2	63.2	68.2	65.9	65.0	57.4	45.8	40.5	54.8
1948	38.3	41.2	45.5	47.8	57.0	66.5	67.3	67.3	62.1	54.2	43.2	36.7	52.3
1949	31.1	42.1	47.9	56.5	61.2	66.5	70.5	68.4	65.2	50.2	46.6	38.9	53.8
1950	35.5	45.5	46.1	51.0	57.0	64.7	69.6	69.8	62.1	55.5	48.8	46.3	54.2
1951	40.5	43.6	44.7	56.1	57.9	65.9	70.1	67.9	65.9	53.6	45.6	38.7	54.2
1952	37.3	42.2	44.5	54.1	58.5	61.8	72.7	69.5	66.6	57.6	37.9	40.6	53.6
1953	44.9	44.3	45.9	51.6	53.6	59.4	68.5	68.2	66.6	52.6	49.2	41.6	53.9
1954	40.7	44.3	46.0	53.5	60.7	60.5	68.5	65.7	61.6	53.0	46.7	39.3	53.4
1955	38.4	40.5	45.9	46.8	57.9	65.0	67.2	70.8	63.5	55.9	44.9	43.2	53.3
1956	41.9	38.0	46.7	55.4	61.7	64.2	73.3	69.4	64.[illegible]	53.2	41.0	38.2	54.0
1957	35.8	45.4	49.6	54.1	61.2	68.1	69.4	67.2	67.[illegible]	52.3	42.4	41.2	54.5
1958	41.7	48.1	45.5	53.0	65.2	67.8	75.5	75.2	63.9	55.7	48.3	45.1	57.1
1959	43.6	42.9	48.1	55.7	57.2	66.2	73.9	69.2	61.8	55.4	42.9	36.5	54.4
1960	39.9	43.6	51.4	53.5	57.6	68.7	74.7	70.1	66.3	54.5	45.4	38.9	55.4
1961	41.4	47.1	47.5	53.6	57.8	70.6	71.8	73.7	60.2	54.0	43.5	39.4	55.1
1962	35.3	42.1	46.2	55.7	55.1	64.5	71.3	68.8	65.5	53.0	47.7	40.2	53.8
1963	34.1	50.4	46.7	48.9	60.4	64.1	67.7	69.1	67.3	55.3	45.4	38.9	54.0
1964	39.9	42.1	45.7	50.8	56.9	64.1	72.0	70.4	63.9	58.7	43.8	42.2	54.2
1965	39.4	43.7	49.0	54.2	57.6	65.2	72.7	70.8	63.5	59.0	48.4	37.8	55.1
1966	39.7	42.2	48.4	55.9	61.1	65.2	69.4	71.9	66.4	56.1	47.7	42.2	55.6
1967	41.6	44.3	46.1	47.0	60.6	68.4	74.5	76.5	69.1	55.1	46.3	38.3	55.7
1968	39.7	49.1	50.6	52.8	58.5	67.6	73.3	69.1	66.0	55.2	47.3	40.0	55.8
1969	38.0	41.2	47.8	52.7	63.7	67.9	70.4	69.5	66.4	52.2	44.3	41.6	54.6
1970	44.5	46.6	48.7	47.6	59.7	69.6	73.9	71.6	62.4	54.6	48.6	39.7	55.6
1971	37.6	43.2	45.7	50.3	58.5	62.9	72.8	73.8	62.4	52.4	44.6	37.6	53.5
1972	38.9	45.2	52.0	51.0	61.2	67.0	74.4	72.2	62.8	54.5	48.6	35.7	55.2

BELOW IS SHOWN GRAPHICALLY THE PERCENT OF YEARS MAXIMUM AND MINIMUM TEMPERATURES, WITHIN RANGES OF TWO DEGREES HAVE BEEN REACHED DURING THE PERIOD 1889 - 1972 AT GRANTS PASS, OREGON

FIGURES ACROSS THE BOTTOM OF THE GRAPH INDICATE THE RANGE OF VALUES INTO WHICH THE HIGHEST AND LOWEST ANNUAL TEMPERATURES HAVE BEEN GROUPED. THE VERTICAL VALUES INDICATE THE PERCENT OF YEARS TEMPERATURES AT LEAST THAT HIGH OR THAT LOW HAVE BEEN REACHED.)



Total Precipitation (Inches)

Year	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Ann'l
1943	7.08	1.04	3.08	1.59	0.63	1.12	0.04	0.34	0.09	4.43	1.80	1.10	22.34
1944	2.96	2.03	2.22	1.27	0.63	1.57	1.00	0.12	0.62	1.90	4.90	2.43	21.65
1945	2.37	6.14	3.67	1.21	3.60	0.00	T	0.01	0.35	1.71	9.71	7.34	36.11
1946	4.17	4.08	1.36	0.25	1.52	0.49	0.00	T	0.35	2.68	6.00	1.22	22.12
1947	1.60	1.53	4.94	1.08	1.42	3.25	2.95	0.07	0.09	6.11	2.05	1.64	26.73
1948	6.82	2.88	2.83	5.74	1.75	2.36	0.[illegible]	0.54	0.81	0.81	3.79	4.29	32.97
1949	1.18	3.82	1.96	0.19	1.79	0.56	T	0.00	1.11	1.22	2.74	2.22	16.79
1950	10.38	1.83	4.16	0.79	0.85	0.98	0.00	T	0.61	14.37	3.73	6.52	44.22
1951	6.30	4.21	1.22	0.98	0.71	0.00	0.00	0.12	0.22	3.96	4.50	9.00	31.22
1952	6.82	3.47	2.36	0.29	0.80	1.60	0.15	0.00	0.71	0.32	1.78	10.65	28.95
1953	10.00	3.35	3.07	1.83	4.73	1.28	0.00	0.90	0.22	2.43	6.89	2.62	37.32
1954	14.20	3.67	2.07	2.13	0.44	1.08	0.00	0.90	0.74	0.24	2.74	4.26	32.47
1955	3.33	1.51	1.55	2.88	0.50	0.15	0.00	0.00	0.73	2.45	5.76	12.58	31.44
1956	10.08	10.61	2.87	1.24	3.23	1.14	0.35	0.28	0.66	6.80	1.14	2.65	41.05
1957	4.45	4.90	8.14	1.76	1.81	0.28	0.33	0.05	2.51	4.01	3.56	7.43	39.23
1958	10.21	9.78	5.12	1.61	1.11	2.09	1.02	0.04	0.62	1.20	1.94	4.17	38.91
1959	6.64	6.24	2.12	0.31	1.00	0.13	0.00	0.18	1.11	0.64	0.27	2.38	21.02
1960	4.97	7.55	7.20	1.19	2.58	0.00	0.00	0.18	0.79	0.90	7.21	3.51	36.08
1961	3.66	7.53	6.18	1.33	2.37	0.50	0.06	0.24	0.72	3.59	4.92	3.21	34.31
1962	2.33	4.05	2.79	1.41	1.23	0.18	0.00	1.52	1.34	8.86	5.30	4.37	33.38
1963	2.92	4.44	4.23	5.32	3.95	1.13	0.10	T	0.13	2.29	7.57	2.08	34.16
1964	9.26	0.66	4.20	0.40	0.73	0.53	0.21	0.04	0.08	0.59	5.35	16.06	38.11
1965	7.54	0.91	0.10	4.01	0.27	1.52	0.01	1.00	0.00	0.96	4.61	9.27	30.20
1966	9.55	1.28	4.65	1.15	0.16	0.25	0.43	0.19	1.65	0.80	9.41	5.70	35.22
1967	8.41	1.12	3.85	2.11	0.49	0.31	T	T	0.51	2.79	2.14	4.96	26.69
1968	6.97	3.98	2.68	0.46	1.90	0.08	0.03	1.71	0.48	2.17	4.95	6.92	32.33
1969	9.69	2.24	0.62	0.94	1.89	0.67	0.88	0.00	1.19	3.82	1.31	9.56	32.81
1970	12.03	2.52	1.61	1.59	0.40	0.52	0.00	0.01	0.14	2.56	9.90	8.23	39.51
1971	6.74	1.90	5.42	2.41	0.56	0.98	0.02	0.24	1.58	1.14	6.13	3.74	30.86
1972	3.41	6.27	3.18	2.65	1.28	0.17	0.00	0.77	0.81	1.96	2.91	6.35	29.76

STATION HISTORY

The first weather station in Grants Pass was located seven blocks north of the Post Office near the home of the observer, Mr. John Q. Jessup. Records of precipitation and minimum and maximum temperature were started on March 1, 1889, and have been kept continuously since then except for a two-month period in 1890 when no observer could be found. The station remained at the original location until January 1, 1919, and observations were taken by Mr. John B. Paddock during the period from March, 1891, until the station was moved. On January 1, 1919, the station was relocated to the grounds of the Court House and records were kept by the County Agent's Office. Mr. H. B. Howell took observations for over eleven years while the station was at this location. On June 24, 1947, the station was moved to near the city water filtration plant, and observations were taken by employees of the City Water Filtration Commission. A recording weighing rain gage was added to the station's equipment in March, 1950, and at the same time, to obtain better exposure, the station was moved about 250 feet to the point where it has remained ever since. City of Grants Pass personnel have kept the records since the move to the filtration plant in 1950. The records are currently being maintained by Mr. William J. Shenk and his assistants Mr. Walter Klevinger and Mr. Forrest Randal. Elevation of the station during its entire period of record has varied only about forty feet--between 925 and 964 feet m.s.l.

7932

FORM 2-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon 97526
February 20, 1974

SUBJECT: Manzanita Safety Rest Area
Josephine County
Project # ~~I-5~~-2(73)64

To: Office Engineering Section
207 State Highway Building
Salem, Oregon 97310
Attn: C.G. Swenson

The current contract at the Manzanita Rest Area will probably not be completed prior to the letting of the subject project. Would you be sure the clause relating to cooperation between contractors is in the special provisions. There should also be no interference with the drain field in the North bound rest area until July 1, 1974 or the drain field is abandened which ever is the earliest.

I also think that the plans or specifications should point out the area that is currently a live drain field as the contractor will have to build the building and trench in this area.

Keith L. Martin
Keith L. Martin
Resident Engineer

cc: Region Engineer
Bridge Engineer
file

1 Versteeg J
A. Olson
2 Terpin T
Scott
w/Copy Swenson
R. Olson
Trout

RECEIVED
FEB 21 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ________
Bring Up ___/___/___
Other ________

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon 97526
January 31, 1974

SUBJECT: Manzanita Safety Rest Area
Pacific Highway
Contract #7932
Josephine County

To: Materials Engineer
2950 State St.
Salem, Oregon 97310

For your information enclosed is a letter from San Jose Steel Company, Inc. (fencing subcontractor) to Ausland Construction Company (prime contractor) explaining their intention to use Aluminum Coated Steel Fabric on the subject project.

for Keith L. Martin
Resident Engineer

cc: Region Engr.
Constr. Engr.
Ed Rief w/ encl.
file

EXTRA

SAN JOSE STEEL COMPANY, INC.

SJS
REINFORCING • STRUCTURAL
• STEEL BUILDINGS •
• CHAIN LINK FENCING •
FABRICATORS/ERECTORS

FENCE DIVISION
NORTHWEST DISTRICT OFFICE
723 NORTH TILLAMOOK STREET PORTLAND, OREGON 97227 • PHONE (503) 288-5311

JANUARY 28, 1974

AUSLAND CONSTRUCTION CO.
P. O. BOX 437
GRANTS PASS, OREGON 97526

ATTN: MR. W. M. AUSLAND

RE: MANZANITA SAFETY REST AREA
JOSEPHINE COUNTY, OREGON

GENTLEMEN:

WE CANNOT, NOR CAN ANY OTHER FENCING CONTRACTOR, CONFORM TO THE SPECIFIED ZINC COATED FABRIC AASHO M 181 IN A GALVANIZED BEFORE WEAVING FABRIC (THE TYPE USED IN VIEWGUARD). WE SHALL RESUBMIT FOR TESTING, ALUMINUM COATED STEEL FABRIC.

THE ALUMINUM COATED STEEL FABRIC IS AN EQUAL ALTERNATE IN SEC. 710.12 CHAIN LINK FABRIC, AND WE WILL HAVE IT TESTED AS SOON AS WE RECEIVE IT.

SORRY IF WE HAVE CAUSED YOU ANY INCONVENIENCE, BUT IN THE PAST THE STATE, KNOWING OUR PROBLEM WITH THIS FABRIC HAS ALWAYS USED STANDARD MATERIALS.

VERY TRULY YOURS,

SAN JOSE STEEL CO., INC.

BY Anthony P. Messina
ANTHONY P. MESSINA
SALES/REPRESENTATIVE

STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
JAN 30 1974

APM/HN

7932

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 17, 1974

TO Mr. Keith Martin
Resident Engineer

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Manzanita Safety Rest Area
Treatment Building and Utilities
Contract 7932

We have reviewed the contractors' sketches of the proposed rain tower enclosure. The detail appears to be satisfactory. We have assumed that weatherproof sealing details were omitted for clarity. The heavy guage flashing is adequate only for structural support.

Following is our estimate of cost for addition of this enclosure and changing the guage of the siding from 24 to 26.

91 sq. ft. 24 ga.	@ 1.16#/sq.ft.	=	106#	
60 ft. eave strut	@ 11.5#/ft.	=	690#	
21 ft. angle	@ 3.19#/ft.	=	67#	
21 ft. flashing	@ 6.6 #/ft.	=	139#	
			1,002# @ $.75 =	$751
20% Engineering & Contingencies			=	150
				$901
4,680 sq.ft. (24 ga.-26 ga.) @ $.06/sq.ft.			=	-281
				$620
15% profit & overhead			=	93
Total add				$713

Please continue processing the price agreement using the contractor's proposal of $678.50. The sketches are enclosed with our comments.

JHW:dh
Enclosures

cc E. S. Hunter
A. Shirley
Glenn Hossner, FHWA

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JAN 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7932

I-5

Salem, Oregon

November 30, 1973

C. T. Keasey, Construction Engineer

F.E.T.

F. E. Terpin, Final Design Engineer

Manzanita Safety Rest Area
Treatment Plant Building & Utilities
Josephine County
Contract No. 7932

The Valley Iron and Steel Company drawing, Pattern No. 107, titled "Manhole, Suburban" forwarded by Resident Engineer, Keith Martin, has been reviewed. The 6-inch deep manhole frame shown is conditionally approved for use in areas not subject to vehicular traffic. If the contractor elects to so employ the frame on the subject contract, a price agreement should be processed reflecting an appropriate reduction in cost.

Enquiry with the Cities of Salem and Portland, Multnomah County and Salem Iron Works indicates the heavy duty 10-inch frame continues to be in exclusive use where subject to any appreciable loading. Portland and Multnomah County have permitted use of the lighter frame in suburban residential developments but emphasized that in their own construction practice, the heavier frame is required.

WWR:jh
Attachments
cc: Keith Martin

1 Versteeg
A. Olsen
Terpin
Scott
2 Swenson
R. Olsen
Trout

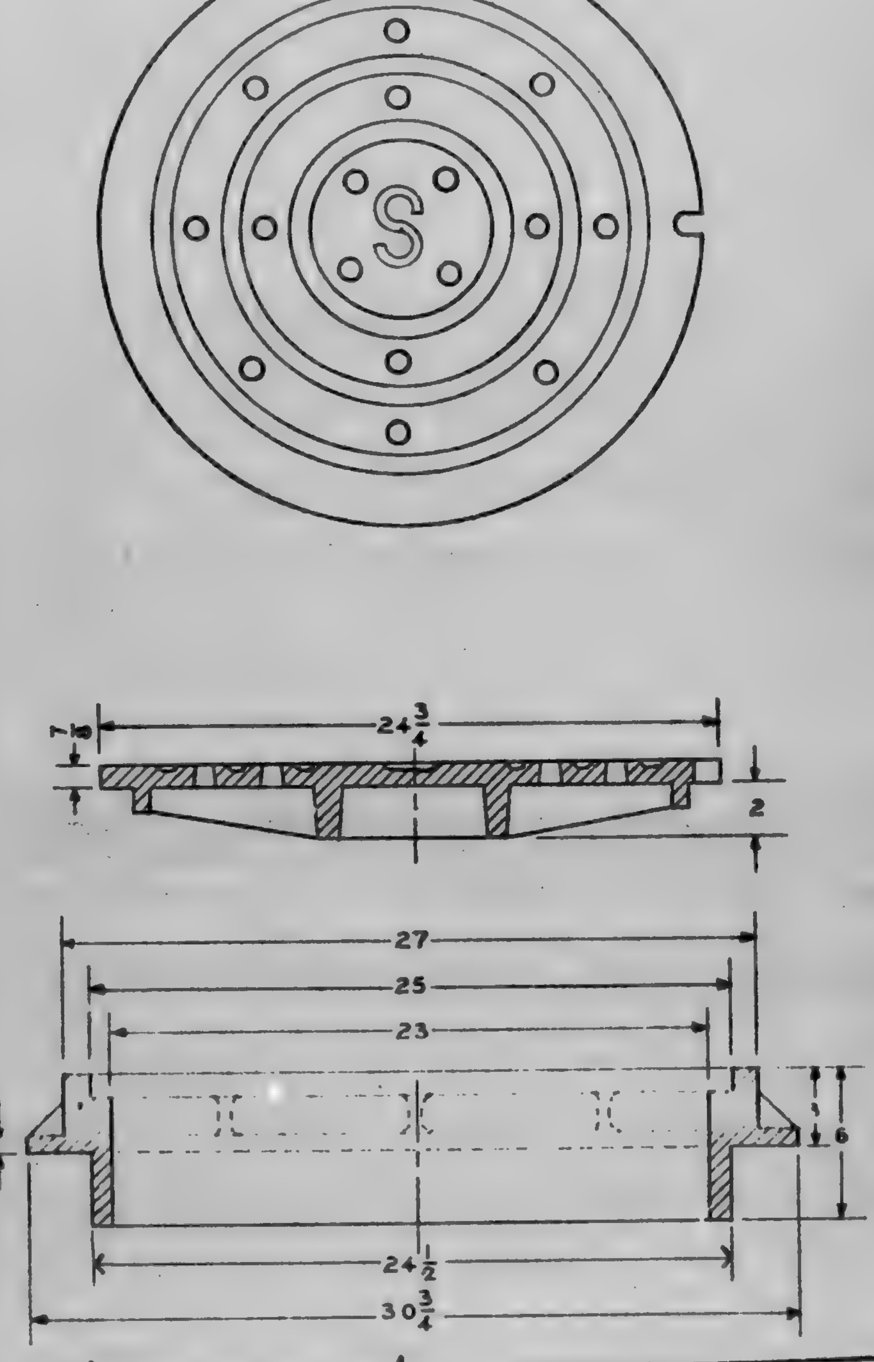
RECEIVED
NOV 30 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____/____
Other________

PATTERN NOS. 107

APPROX. TOT. WT.
305 LBS.

MANHOLE
SUBURBAN



Conditionally approved for use where not subject to vehicular traffic loading.
T.

☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

NOV 3 0 1973

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY Frank E. Pergin

VALLEY IRON & STEEL CO.

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon 97526
November 26, 1973

SUBJECT: Manzanita Safety Rest Area
Treatment Plant Building & Utilities
Josephine County
Contract # 7932

To: Construction Engineer
State Highway Building
Salem, Oregon 97310

Forwarded for approval on the subject project are 5 sets of Valley Iron and Steel Company drawings for Pattern No. 107 manhole covers.

Contract drawing 2050 shows a total depth of 10 inches rather than the 6 inches shown on the drawing being submitted. The contractor says that the plan depth is no longer standard.

Keith L. Martin

Keith L. Martin
Resident Engineer

cc: Region Engineer
file

RECEIVED
NOV 27 1973
ROAD DESIGN SECTION

1 Versteeg
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout A

Requires Reply ☐
Requires Approval ☑
Receiver Keep ☐
Do not File ☐
Return To Construction
Bring Up __/__/__
Other

RECEIVED
NOV 27 1973
CONSTRUCTION SECTION

Routing
1 Keasey K
Bond
Jackmond
Hardt
Johnson
2 Walker
Scofield S
Glenn
Berg

REFERRED TO
Cole
[✓ Reed]
Eriksen
Semple
Hager
Watson
Return ☐
[✓ Discuss] ☐
Forward ☐
File ☐
BY FINAL DESIGN ENGINEER

5

#1932

November 16, 1973

Mr. William F. Johnson
Attorney at Law
P.O. Box 1476
Grants Pass, Oregon 97526

Re: Complaint of Portola Lumber Co., Pollution by Drainage from Highway Division Septic System.

Dear Mr. Johnson

In reply to your letter of October 11, 1973, addressed to the Division Maintenance Engineer, State Highway Department, in Roseburg, I have the following to offer.

The Highway Division has conducted an investigation in the field and had determined that there is a small amount of seepage but the field investigation did not indicate that it had or was causing any damages to your client's property. The Highway Division is presently installing a self-contained incinerating septic system in the Manzanita Rest Area and when it is installed there will be no effluent available to seep anywhere.

The Highway Division will check the area again next spring to see if there is any indication of damage but I must reiterate that the field inspection did not indicate any damage to your client's property.

Sincerely

Jack L. Sollis
Assistant Attorney General

ber

FORM 6-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon 97470

REFER TO
Jack Sabb's
BY ASST. STATE HWY. ENGR.
Please Answer

JCS

DATE November 5, 1973

TO H. S. Coulter, Asst. State Highway Engr.

John W. Sheldrake

FROM JOHN W. SHELDRAKE, Regional Maintenance Engineer

SUBJECT Alleged Drainfield Effluent Incursion
Portola Lumber Co. Property
Manzanita Safety Rest Area
Pacific Highway #1 (I-5)

Reference prior correspondence on this matter, i.e., Mr. William F. Johnson, Attorney at Law, letter dated 10-11-73 and my response dated 10-12-73. Attached is a report by District Engineer Thornton, four color pictures, and a property map delineating Portola Lumber Company property holdings and State's property.

I would suggest review of this file by Counsel toward consideration of forwarding the matter to our insurance carrier.

I would consider Mr. Johnson's 10-11-73 letter as being a demand letter, and therefore would hesitate to offer an opinion on whether or not Portola Lumber Company has been damaged, in any way or amount.

From the pictures, it does appear that there is evidence of seepage onto private property below our rest area sewage disposal field.

If further information or investigation is desired, please advise.

JWS/cw
Attach.

cc D. H. Moehring
George T. Thornton

RECEIVED
NOV 6 1973
Office of
Assistant State Highway Engineer

FORM 8-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501
November 2, 1973

SUBJECT: Alleged Effluent Complaint
Portola Lumber Company Property
Manzanita Rest Area
West Side I-5 - Southbound

To: John W. Sheldrake
Regional Maintenance Engineer
Roseburg, OR

Grants Pass Section Foreman, Jim King, and the undersigned met with Mr. Martin Bauer, Vice President and General Manager of Portola Lumber Company, at Manzanita Rest area to make a field inspection and discuss the alleged damage to Portola's property by sewage effluent seeping from a drainfield on the west side of Pacific Highway I.

Visual inspection did not indicate any large amount of effluent flowing onto the subject property. There is evidence of some seepage at and below the drainfield bed. From that point surface waters and possibly springs combine to create a moderate flow in a natural drainage that crosses the property. Mr. Bauer advised that winter rains spread large amounts of effluent over approximately 5 acres of the 17 acre parcel and has contaminated and damaged this area. Visual inspection did not reveal any damage nor pollution outside the normal stream flow.

In further discussion with Mr. Bauer, he advised since the State caused the pollution, the only solution was to purchase the entire 17 acre tract at $1,000 per acre. Mr. Bauer also indicated that Company was not interested in corrective action which could be taken but in disposing of the property since they are in the Real Estate business.

Mr. Pete Escador, Josephine County Soils Scientist was then contacted to determine if Portola could develop the property in this SR5 area. (Suburban Residential - 5 acre minimum.) He advised the entire property is in a "Brockman Clay" zone and unsuitable for any development requiring drain fields to handle sewage. Bill Olson, Josephine County Sanitarian, also confirmed a drain field or septic tank permit would not be issued in this area. There is one access to the entire parcel from Monument Drive and development of any access would be fairly difficult. It is the writer's opinion that Portola Lumber Company would rather dispose of the property than undertake a possibly costly development. This is also indicated by the modest offering to the State at $1,000 per acre for the parcel.

RECEIVED
NOV - 5 1973

SP*32478-784

At the present time a new sewage system is under contract for installation at Manzanita and work is underway. Completion of the system next spring should eliminate any and all present seepage from the drainfield. Corrective action could be taken if more extensive tests substantiate pollution has occurred on Portola Lumber Company property. If further expansion of the rest area is considered, the State should investigate acquisition of part or all of the property. Should there be no interest in the parcel, further investigation will be required to determine any damages which may have occurred.

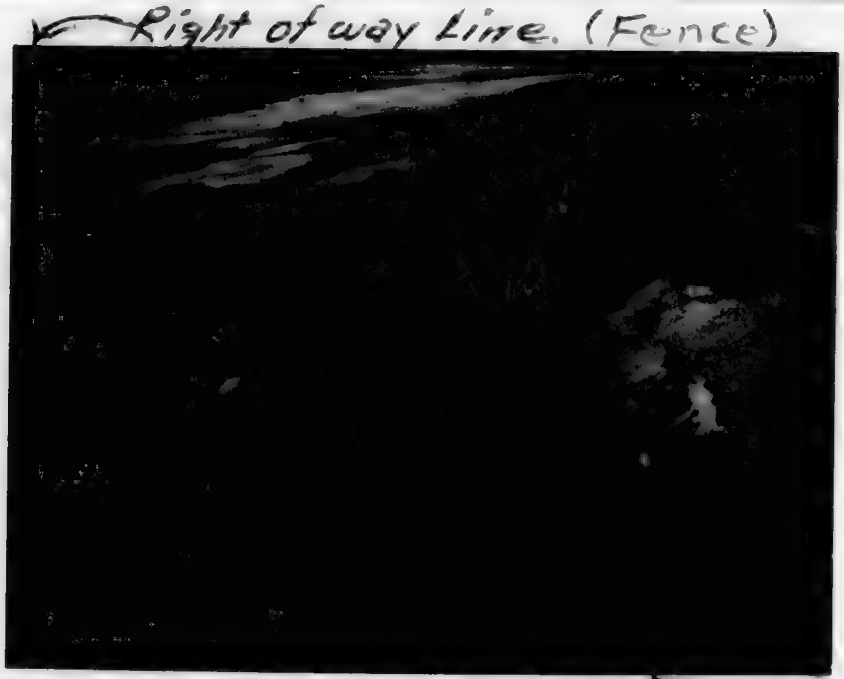
George T. Thornton

George T. Thornton
District Engineer

GTT:lk

Attachments
Photos
Map

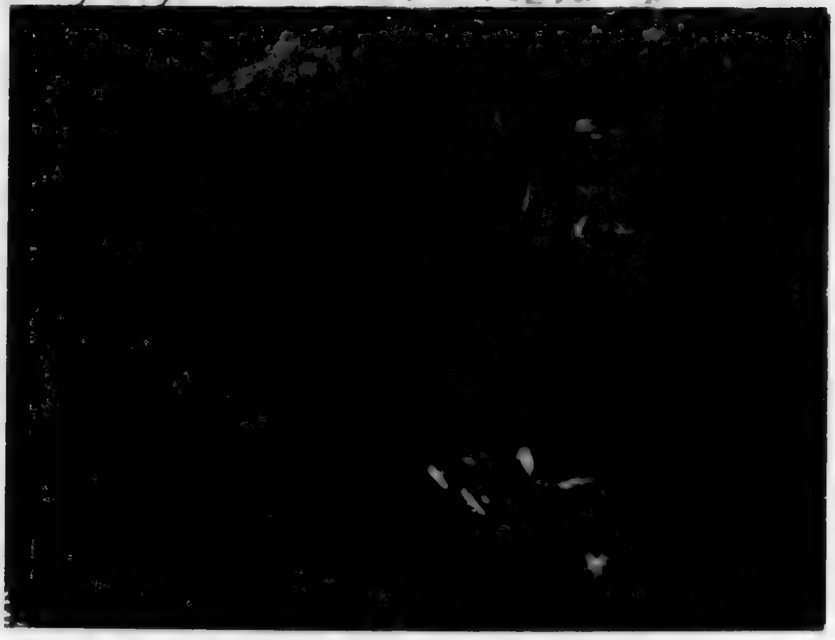
← Right of way Line. (Fence)



Seepage from drain field ↑ area.

Private Property. 3

Seepage from drain field 2



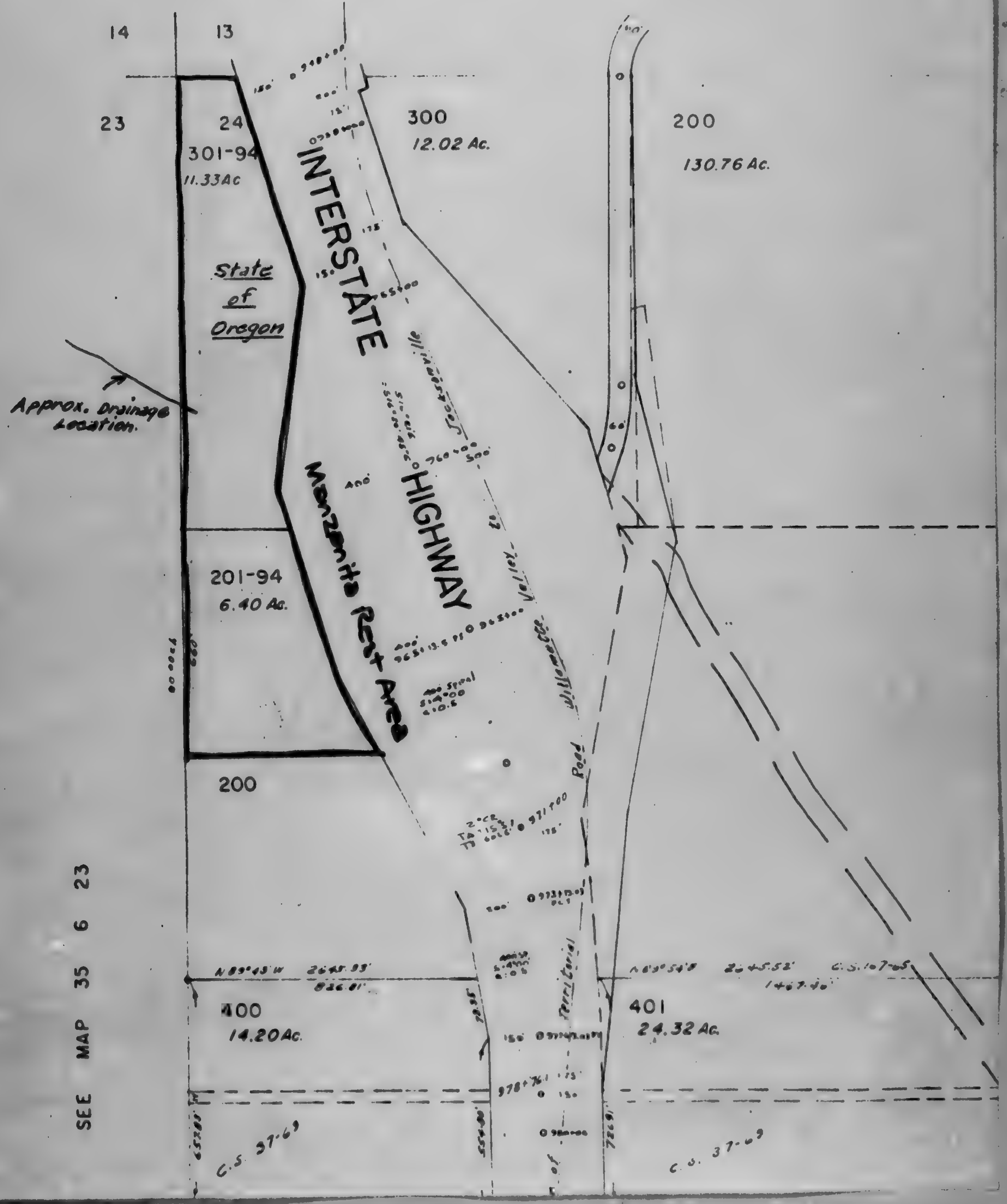
BOOK 4

SECTION 24 T

JOSEPHINI

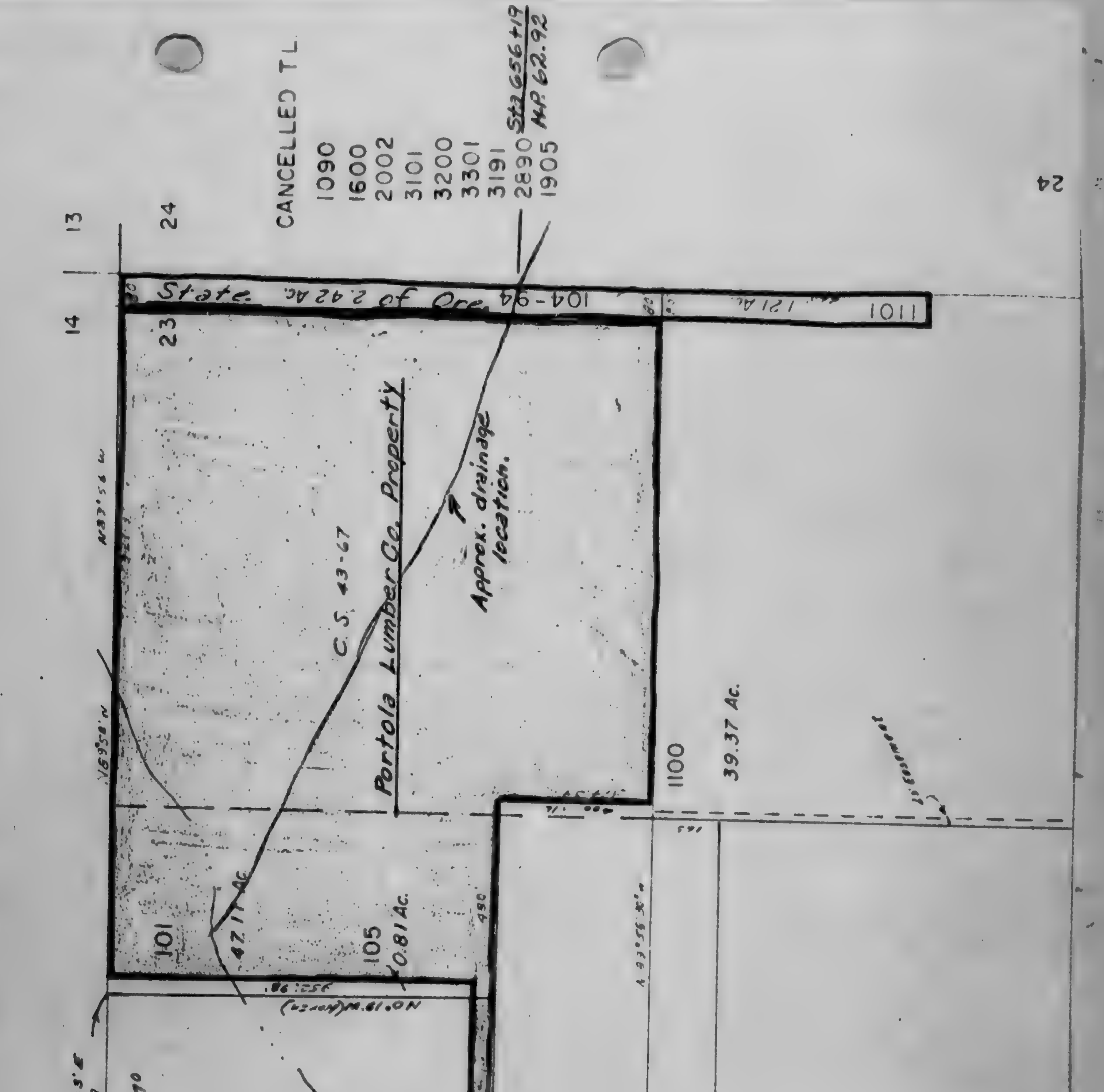
1"

SEE


14
13
23
24
301-94
11.33Ac
State of Oregon
Approx. Drainage Location.
INTERSTATE HIGHWAY
Manzanita Rest Area
Jacksonville
Willamette Valley Road
300
12.02 Ac.
200
130.76 Ac.
201-94
6.40 Ac.
200
SEE MAP 35 6 23
N 89°43'W 2645.93'
826.01'
400
14.20Ac.
N 89°54'E 2645.52'
1467.40'
C.S. 107-65
401
24.32 Ac.
of Territorial Road
C.S. 37-69
C.S. 37-69

SECTION 23 T.35S. R.6W. W.M.
JOSEPHINE COUNTY
1" = 400'

35 6 23


SEE MAP 35 6 14
CANCELLED TL.
1090
1600
2002
3101
3200
3301
3191
2890
1905
Sta 656+19
M.P. 62.92
13
24
14
23
24
State of Ore. 2.42 Ac. 104-94
1.21 Ac.
1011
Portola Lumber Co. Property
C.S. 43-67
Approx. drainage location.
1100
39.37 Ac.
101
47.11 Ac.
105
0.81 Ac.
N 80°45' E
856.78
C.S. 20-70
C.S. 20-70
900
5.00 Ac
1000
34.40 Ac
100
35.26 Ac. C.S. 53-68
102
1.38 Ac.
CREEK
103
2.36 Ac.
300
15.70 Ac.
301
4.30 Ac.
801
5.03
C.S. 300-71
800
4.37 Ac.
HIGHWAY (PACIFIC Former-
DRIVE
Monument

NOTED
H. S. COULTER

Johnson, Sloan & Jordan
Attorneys at Law
220 Southeast H Street
P. O. Box 1476
Grants Pass, OR 97526

October 12, 1973

Attention Mr. William F. Johnson

Re: Your File 73-388

Dear Sir:

This will acknowledge receipt of your October 11, 1973 letter concerning alleged septic effluent on your client's property near the Manzanita Safety Rest Area.

We are referring your letter to our Counsel and will institute an investigation into your allegations at once.

We will be corresponding with you further in this matter.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JOHN W. SHELDRAKE

By JOHN W. SHELDRAKE
Regional Maintenance Engineer

JWS/cw

bc H. S. Coulter, w/cc attach.
D. H. Moehring, " "
Jack L. Sollis, " "
George T. Thornton " " - Please investigate this matter at your earliest convenience and report. Color pictures and a property map would help.

RECEIVED
OCT 15 1973
Office of
Assistant State Highway Engineer

JOHNSON, SLOAN & JORDAN
ATTORNEYS AT LAW
220 SOUTHEAST H STREET
P. O. BOX 1476
GRANTS PASS, OREGON 97526

WILLIAM F. JOHNSON
CHARLES A. TELFER (1924-1967)
WILLIAM M. SLOAN
KIM L. JORDAN

TELEPHONE 476-7743

October 11, 1973

IN REPLY, PLEASE REFER TO:

Our file 73-388

ROSEBURG REGION
RECEIVED
OCT 12 1973
FILE A

Division Maintenance Engineer
State Highway Department
Main Office
1523 S.E. Cobb
Roseburg, Oregon 97470

Dear Sir:

This office represents Portola Lumber Company, an Oregon corporation, who owns a certain parcel of property located west of the State Highway Department Manzanita Rest Area on I-5 about five miles north of Grants Pass, Oregon.

For some time, my client's employees have noticed the appearance of water on the corporation's property. It has now been determined that this condition, instead of being plain water, is septic effluent. An engineer has been retained who has determined that the septic effluent is a drainoff from the State Highway rest area on the west side of I-5.

It is difficult to estimate the exact amount of acreage presently covered by the septic effluent. However, it is obvious that during a period of high water approximately 17 acres will be affected by this condition caused solely by the State Highway Department and the maintenance of its rest area stop.

It is understood that the Highway Department has let some sort of a contract for an incinerator sewage treatment plant in the area. However, my client's property has now been materially damaged, to say nothing of the serious health hazard created on the property by the Highway Department. A solution would be for the Highway Department to purchase the property in question, consisting of about 17 acres. I am assured that from comparative sales the land has a minimum value of $1,000 per acre.

May I hear from the Highway Department forthwith prior to filing necessary legal action in regard to this.

Very truly yours,

JOHNSON, SLOAN & JORDAN

William F. Johnson

WFJ:bk

7932

5

October 29, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. I-5-2(73)64

SUBJECT Request Change Order Approval

Contract 7932, Price Agreement No. 1

Project Manzanita Safety Rest Area

Highway Pacific

County Josephine

This agreement documents the substitution of a 40-foot by 50-foot building in lieu of the 36-foot by 50-foot building called for in the contract for use in housing the waste treatment plant. The company from which the contractor was purchasing the building no longer has the 36-foot by 50-foot building as a standard size. Substitituion of the larger building will be made at no additional cost to the project.

A copy of the Engineer's letter of explanation with cost justification by the Bridge Engineer is attached.

This substitution was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 16, 1973.

Your approval as of October 16, 1973 is requested.

Attachment

BMW:js

7932

5

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 19, 1973

Gary L. Hawk, Director
Plumbing Section
Department of Commerce
617 Chemeketa Street
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Hawk:

Manzanita Safety Rest Area
Pacific Highway
Josephine County
Contracts 7932 and 7883

Attached are specifications that we propose to use for color coding the potable and recycled water lines on this project.

Please review at your earliest convenience so that we may inform the contractor of the materials required.

We would hope to obtain approval from your Advisory Board at their October 24, 1973 meeting. We will send a representative to answer any questions they may have.

Please note that these specifications are to replace the preliminary set attached to our letter of September 17, 1973.

Very truly yours,

Walter J. Hart
Bridge Engineer

By

R. W. Ellison
Bridge Administration Engineer

JHW/sh
Enclosure

cc: E. S. Hunter ✓ /w/attach.
A. Shirley /w/attach.
Keith Martin /w/attach.
Glenn Hossner /w/attach.

RECEIVED
OCT 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Manzanita Safety Rest Area
Contract 7932
Add to Special Provisions

Water Pipe Identification

All copper and galvanized water pipe and tanks that are exposed or are accessible for maintenance operations shall be color coded by painting and identified with pipe markers as follows:

A) Painting

The copper and galvanized pipe and tanks shall be cleaned with solvent, followed with a thin coat of vinyl wash (Federal Specification MIL-P-15328C), followed with a coat of enamel. The enamel coat shall be compatible with the vinyl wash and the colors shall be as follows:

1. Potable water (drinking water) green
2. Recycled and waste water (contaminated water) yellow

Color charts shall be submitted to the engineer for approval.

B) Pipe Markers

The copper and galvanized pipe and tanks shall be identified with vinyl plastic color bands and legends located as follows:

1. Adjacent to each valve and fitting.
2. At each branch and riser take-off.
3. At each pipe passage through wall, floor and ceiling.
4. At each pipe passage to underground.
5. On all horizontal pipe runs - marked every 10 feet.
6. At each end of each tank.

The pipe marker colors and legends shall be as follows:

1. Drinking Water - green background with black letters
2. Contaminated Water - Yellow background with black letters

The pipe markers shall generally conform to the details shown on Drawing 29046 and shall be permanent vinyl plastic with pressure-sensitive adhesive backing as manufactured by Seton Name Plate Co., 50 Fitch St., New Haven, Conn., or approved equal. Samples shall be submitted to the engineer for approval.

The pipe markers shall be positioned in a manner to permit easy reading of the legends.

Valve Identification

All valves and hose bibbs (except on plumbing fixtures and equipment) connected to hidden pipe that is not readily identifiable by color or pipe marker shall be identified with anodized aluminum tags.

The tags shall not be less than 2" in diameter with engraved natural aluminum lettering and background color to match the pipe color code. "Drinking Water" shall be engraved on the green tags and "Contaminated Water" shall be engraved on the yellow tags. The tags shall generally conform to the details shown on Drawing 29046.

Tags shall be securely fastened to valves with approved meter seals with 4 ply .018 copper smooth wire, or approved brass "S" hooks, or brass jack chain, in a manner to permit easy reading.

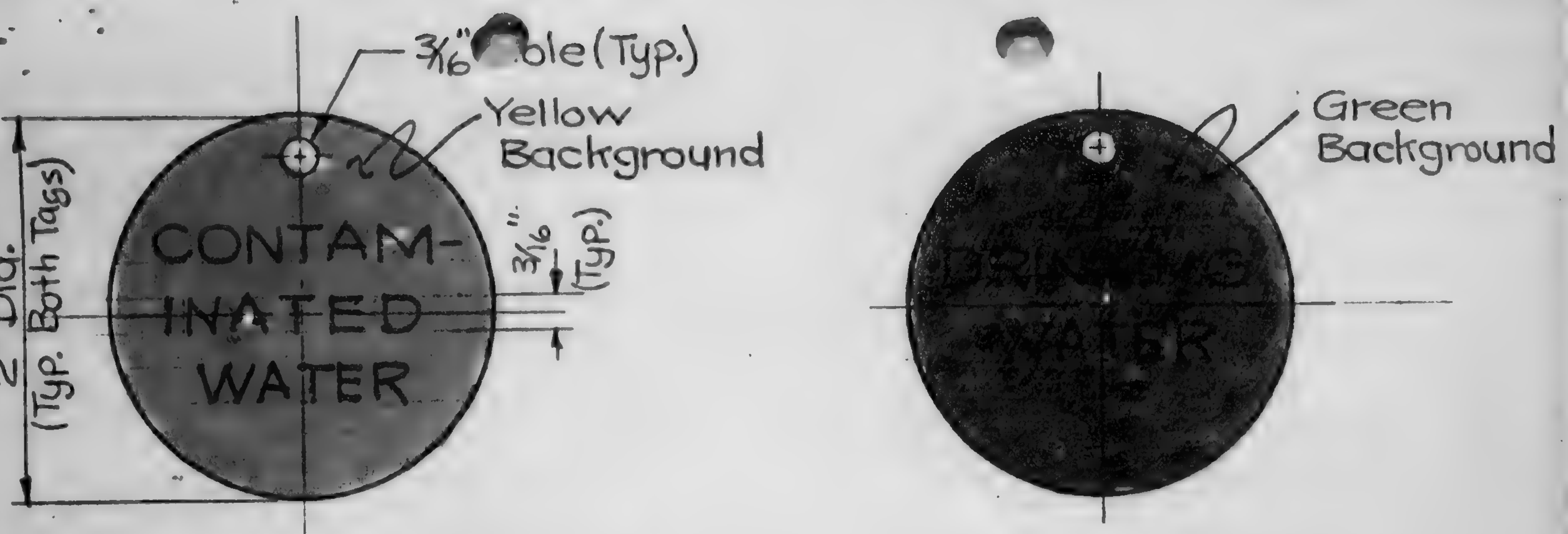
Buried Pipe Identification

The buried waste and recycled water lines shall be identified with two-foot lengths of yellow polyvinyl cloth tape attached to the top surface of the pipe, located as follows:

1. Adjacent to each valve and fitting.
2. At each branch and riser take-off.
3. At each pipe passage through walls.
4. At each pipe passage from underground.
5. At eabh 10 ft. spacing between the above mentioned points.

The tape shall be 3" wide "Mystik" tape conforming to Federal Specification PPPT-60D Type 4 Class 1, as manufactured by Borden Chemical, Inc., 1700 Winnetka Ave., Northfield, Illinois 60093 or approved equal. Samples shall be submitted to the engineer for approval.

Pipes located underneath concrete slabs need not be identified.

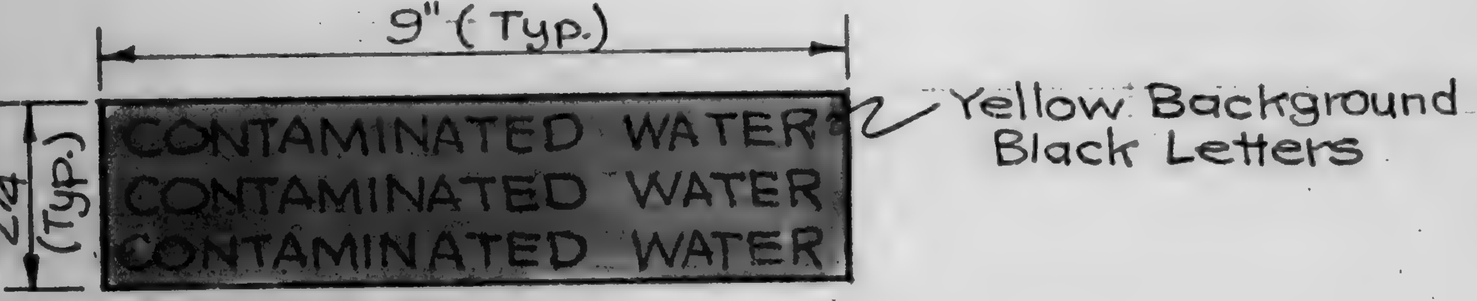

3/16" Hole (Typ.)
Yellow Background
2" Dia. (Typ. Both Tags)
3/16" (Typ.)
CONTAMINATED WATER
Green Background
DRINKING WATER

RECYCLED WATER

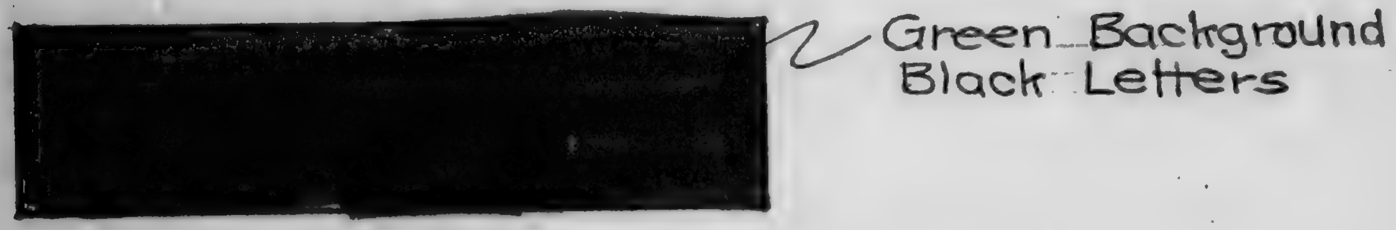
POTABLE WATER

VALVE IDENTIFICATION TAGS

Scale: Full Size


9" (Typ.)
2¼" (Typ.)
CONTAMINATED WATER
CONTAMINATED WATER
CONTAMINATED WATER
Yellow Background
Black Letters

RECYCLED WATER


Green Background
Black Letters

POTABLE WATER

PIPE MARKERS

Scale: 3/8" = 1"

7932

5

October 10, 1973

Ausland Construction Company
P. O. Box 437
Grants Pass, Oregon 97526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 7932 for work in
> Manzanita Safety Rest Area on the
> Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Great American Insurance Co.
310 Morgan Building
Portland, Oregon 97205

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Keith Martin
Roy Olson

7932

October 1, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. M. Young, Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of September 28, 1973, is requested in the award of contract for the Manzanita Safety Rest Area, Project No. I-5-2(73)64.

The contractor receiving the award is Ausland Construction Co., in the amount $113,400.00 with Contract No. 7932 assigned. This bid was received on August 23, 1973, and awarded September 28, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights-of-access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration
endorsement

Date_______________________

I concur in the award.

Glen L. Green
Division Engineer

DAR:bb

7932

files

OFFICE
138 NORTHWEST F STREET

TELEPHONE
476-7475
476-2313

W. M. AUSLAND
AUSLAND CONSTRUCTION CO.
Contractors and Engineers
P. O. BOX 437
GRANTS PASS, OREGON 97526

Fran

September 21, 1973

L. H. Young
Office Engineer
Oregon State Highway Department
Salem, Oregon 97310

#7932

Re: Manzanita Safety Rest Area
Josephine County

Dear Mr. Young:

This is to acknowledge your request for a ten day extension of time for awarding the contract on the above job due to the DEQ approval needed. There will be no additional compensation requested.

Sincerely,

AUSLAND CONSTRUCTION COMPANY

John M. Ausland

mt

TED
ASBURY

RECEIVED
SEP 24 1973
OFFICE ENGINEERING SECTION

CC: Proposal
C.W. Head

NOTED
C. W. HEAD

7952

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

September 17, 1973

Mr. Gary L. Hawk, Director
Plumbing Section
Department of Commerce
Griffin Building
617 Chemeketa Street
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Mr. Hawk:

Manzanita Safety Rest Area
Pacific Highway
Josephine County
Bridge No. 9114B

Attached are proposed specifications for color coding of potable, recycled, and waste water lines for this project.

Our plans will indicate the color of each line. We are withholding revision of the plans until we receive your comments on the specifications.

Attached to the specifications are colored tapes that we propose to use for visual comparison of the samples submitted by the contractor.

Very truly yours,

Walter J. Hart
Bridge Engineer
By
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

JHW:dh
Attachments

cc E. S. Hunter /w/ specs.
A. Shirley /w/ specs.
Keith Martin /w/ specs.
Federal Highway
Administration /w/ specs.

RECEIVED
SEP 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Color Coding of Potable, Recycled, and Waste Water Lines

All exposed, above-mentioned, copper and galvanized pipe and tanks shall be painted as follows:

1. Potable water blue. ■
2. Recycled and waste water red. ■

The copper and galvanized pipe and tanks shall be cleaned with solvent after which a thin coat of vinyl wash (Federal Specification MIL-P-15328C) followed by a coat of enamel. The enamel coat shall be compatible with the vinyl wash and color charts shall be submitted for approval of the engineer.

The buried waste and recycled water lines shall have a strip of red polyvinyl cloth tape on the top surface. The tape shall be three inches wide and conform to Federal Specification PPPT-60D Type 4 Class 1. Samples shall be submitted to the engineer for approval.

7932

September 14, 1973

Mr. Gary L. Hawk, Director
Plumbing Section
Department of Commerce
617 Chemeketa Street N.E.
Salem, Oregon 97310

Dear Mr. Hawk:

Manzanita Safety Rest Area
Pacific Highway
Josephine County
Recycled Water from Sewage
Treatment Facility

Thank you for your prompt reply following our recent meeting concerning the Manzanita Safety Rest Area.

Mr. John Woods of the Bridge Section will be working directly with you regarding the color-coding for water lines and the development of instructions for the rest area operators.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: F. B. Klaboe
A. E. Johnson
Walt Hart w/att.
Glen L. Green w/att.

7932

Salem

September 12, 1973

Keith Martin
Resident Engineer

Contract Payments Engineer

Materials and Labor Report, Form PR-47
Contract 7932
FAP No. I-5-2(73)64

The contractor is to complete and submit the attached Form PR-47 to your office prior to your final acceptance date (Third Notification) Contract Special Provisions, Subsection 105.18.

Please forward the completed form to L. H. Young, Office Engineer, Salem. Do not submit it with the semifinal data.

VG:dg

Attach.

7932

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 12, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area - Tentative Concurrence in Award

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Based on the information furnished in Mr. Young's August 28 letter on the above subject, we concur that it is in the public interest to award the contract to the low bidder although his bid is substantially over the engineer's estimate.

for G. L. Green

NOTED
E. S. HUNTER
9-19-73
CC Young
Hart

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
SEP 14 '73
REFER TO
Hunter
FOR

Info	[illegible]	R/O	Dir	Sign	[illegible]	File
					✓	

RECEIVED
SEP 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

79332

5

DEPARTMENT OF COMMERCE
SAFETY DIVISION

PLUMBING SECTION

617 CHEMEKETA STREET NE • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

408 State Office Building
1400 S.W. 5th Avenue
Portland, Oregon 97201

BRANCH OFFICES

State Office Building
Eugene, Oregon 97401

130 W. 6th, Suite 204
Medford, Oregon 97501

State Office Building
Pendleton, Oregon 97801

455 Elrod Avenue
Coos Bay, Oregon 97420

6 September 73

E. S. Hunter
Assistant State Highway Engineer
Highway Division - Transportation
Highway Building
Salem, OR 97310

Re: Manzanita Safety Rest Area, Pacific Highway, Josephine County
Bridge No. 9114B
Recycled Water from Sewage Treatment Facility

Dear Mr. Hunter:

At a meeting in your office on 6 August, we discussed the necessity of acting on the Manzanita Highway Rest Area for the purpose of approving a new concept for the State of Oregon involving dual water systems within buildings.

Normal procedure for this kind of approval is to schedule an appearance with the State Advisory Board in order to secure their recommendation. Due to the complex nature of the matter and considering the persons involved in the construction, time is of the essence in awarding the contract by your Department. It is for this reason that I grant you approval on the basis of our discussions regarding color coding and description of piping to prevent cross-connections to the potable water supply.

Due to the fact that I do not presently have an Advisory Board to whom to present the matter, it will become a priority item upon the appointment of Board members. I shall present it to them for discussion at their first meeting.

If you have questions, please contact me.

Sincerely,

Gary L. Hawk

GARY L. HAWK, Director
Plumbing Section

GLH:dw

RECEIVED
SEP 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9-10-73
Copy to Hart

7952

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE September 10, 1973

TO R. W. Ellison
Bridge Administrative Engineer

E. S. Hunter
H

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Manzanita Safety Rest Area

Please get hold of Harold Sawyer and try to get his approval for Manzanita.

I talked with him Thursday, September 6, and he said he would review the matter and call back. He did not call me and I will not be in until Wednesday, September 12.

ESH:jf

RECEIVED
SEP 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Ed - I called Sawyer monday (Sept 10). He thinks he will have completed review by Wednesday Sept 12 & will call you then -
Ellison
9/10/73

RECEIVED
SEP 10 1973
BRIDGE DIVISION

DEQ 229-5324

7932

5

August 30, 1973

Ausland Construction Co.
P. O. Box 437
Grants Pass, Oregon 97526

Gentlemen:

The Oregon Transportation Commission on August 29, 1973, accepted your bid in the amount of $113,400 on the Manzanita Safety Rest Area on the Pacific Highway in Josephine County, which was the low bid received for that job on August 23, 1973.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as approval of the Federal Highway Administration is received. When this condition has been fulfilled, we will let you know.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

td
bc C. T. Keasey
Walt Hart
Alfred Shirley
Keith Martin
Roy Olsen
L. H. Young
Attn: Vince Gallagher

2 - 7932 -

August 28, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. I-5-2(73)64
Manzanita Safety Rest Area

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on August 23, 1973, and Ausland Construction Co. of Grants Pass submitted the low bid for the treatment plant building and utilities on this Interstate project in the amount of $113,400.00, which is $28,300.00 or 33.3% over our engineer's estimate of $85,100.00. Two other bids were received in the amounts of $133,700.00 and $145,053.00.

There are four items of work which accounts for $25,400.00 of the $28,400.00 over our engineer's estimate, they are, Electrical Supply System complete, Sanitary Sewer System complete, Recycled Water Lines complete and Treatment Plant Building. The first three items mentioned above involve work in connection with a new disposal system which is new to us and the bidders, and since this is the first contract of this type the State of Oregon has had we now feel that our estimate on each of these items was 50 percent low, after reviewing the bids, which would account for $16,900.00 of the overrun. Our estimate for the treatment plant building was based on a standard type building, however, this turned out not to be the case as it is necessary for the contractor to fabricate the building to fit the requirements which increased the amounts bid for this item.

In addition to the above reasons our estimate should have been increased 7 percent on all items to allow for the recent wage increases which would have increased our engineer's estimate to approximately the low bid received.

TO

We feel the low bid is reasonable as the project was advertised for three weeks and bids were received from three competent, qualified bidders. We further feel that we would not receive a lower bid if the project were readvertised.

For these reasons, we believe it is in the public interest to award the contract to the low bidder, Ausland Construction Co. Attached are two copies of the bid tabulations and if further information is needed, please advise.

Attach.

CL:pr

1432

U. S. DEPARTMENT OF … HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-1-73

5-2(73)64

STATE PROJECT NO.
MANZANITA SAFETY REST AREA SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-729

COUNTY NAME: JOSEPHINE

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 30 '73
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
AUGUST 1, 1973	AUGUST 1, 1973	INTERSTATE ROUTE 5 STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH TEMPORARY EROSION CONTROL IN AMOUNT OF $200.00; SEWAGE FLOW METER (E.W.) IN AMOUNT OF $3,500.00 AND WASTE WATER PUMP (E.W.) IN AMOUNT OF $1,000.00 AS SHOWN IN YOUR ESTIM

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
TEMPORARY EROSION CONTROL $200.00
SEWAGE FLOW METER (E.W.) $3,500.00
WASTER WATER PUMP (E.W.) $1,000.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 30, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

8-30-73
original & title sheet
to L. H. Young.

RECEIVED
AUG 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-73		DIVISION ENGINEER

FORM PR-1243 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7952 5

July 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT P.S. & E. Authorization and
Advertising Notification

Revised P.S. and E. documents have been submitted to your department for the following listed projects. We plan to receive bids on these previously authorized projects on August 23, 1973.

I-5-2(73)64 -- Manzanita Safety Rest Area
I-5-5(62)283 -- Baldock Safety Rest Area
I-80N-1(38)10 -- N.E. 122nd Ave. Interchange
T-5005(5) -- Greenwood Ave. and Franklin Ave. (Bend)
T-5012(1) -- 4th St.-5th St. (Grants Pass)

Attached is a copy of our advertising data for the bid opening of August 23, 1973.

DAR:bb
Attach.

7934

5

July 30, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT P.S. & E. Authorization Request
Manzanita Safety Rest Area
Treatment Plant Building
Oregon Project No. I-5-2(73)64

P.S. & E. documents have been submitted to your department for the subject project and, accordingly, we are requesting your authorization to advertise for bids to be received on August 23, 1973.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way enclosed status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the enclosed utility-railroad status report.

DAR:dg Enc.

7932

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-27-73

		5-2(75)64 STATE PROJECT NO. MANZANITA SAFETY REST AREA
FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME JOSEPHINE
	ITEM NO. 1-744	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED MAY 15, 1973	DATE AUTHORIZATION EFFECTIVE MAY 15, 1973	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5 STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS HAVE BEEN REVIEWED AND ARE APPROVED.

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-31-73
original - Young

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUL 30 '73
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE 7-27-73	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

I-5

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 1, 1973

SUBJECT: Manzanita Safety Rest Area
Pacific Highway
Josephine County

To: Roy Olson
Landscape Engineer
205 E. State Hwy. Bldg.
Salem, Oregon 97310

Region has reviewed the four points listed in Frank Terpin's letter to you dated 5-23-73 in connection with Manzanita Rest Area and offers the following:

1. Parking on the N.B. truck parking entrance does not appear particularly objectionable. We will perform minor grading and rock this area to eliminate unsightliness.

2. The trailer dump on N.B. does not appear to be included in current plans. However, when this is constructed, consideration should be given to moving back up the ramp to prevent or discourage trailers in the car-park area turning back the wrong way into the truck lane to enter the dump.

3. The connection of the car and truck entrance lanes does not warrant major revision at this time. We will install "STOP" and "PREPARE TO STOP" signs for the car lane to eliminate conflict.

4. We would also hope to see a paragraph in the Special Provisions calling for cooperation between contractors that might be working at the same time.

If there are any further questions or suggested treatments, please let me know.

ORIGINAL SIGNED BY J. X. WILSON

J. X. WILSON
Regional Construction Engineer

JXW/cw

cc C. T. Keasey
Frank Terpin
Thomas P. Lowe, F.H.W.A.
C. G. Swenson

2 Versteeg ✓
A. Olson
1 Terpin T
Scott
Swenson
R. Olson
Trout F

RECEIVED
JUN 4 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return to
Bring Up
Other

6/6/73
Lowe contacted. He has discussed problems with Wilson. T.

I-5

Salem, Oregon

May 23, 1973

Mr. Roy Olson, Landscape Engineer

Frank E. Terpin, Final Design Engineer
ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

[redacted]
Pacific Highway
Josephine County

A telephone call from Tom Lowe, Area Engineer for FHWA, expressed concern for the following items on the subject project:

1. Public is parking on the entrance roads to avoid walking to distant tables. He would like consideration be given to installing curbs to prevent the vehicular damage to the area adjacent to the roadway. Federal participation would be available.

2. Relocate the trailer dumping station on the northbound to a location similar to the one on the southbound. Federal participation would be available.

3. Revise the connection of the car and truck lanes at the northbound exit. Federal funding not available.

4. Include in the specifications a paragraph to cover the coordination of the work by the contractor with "Wasteco".

FET:jg
cc: J. X. Wilson
C. G. Swenson

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout ✓

RECEIVED
MAY 23 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Frank Hall

FORM 0-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 22, 1972

SUBJECT: Traffic Conditions
Pacific Highway
Manzanita Safety Rest Area
I-5 - HWY. NO. 1 - M.P. 62.82

To: J. H. Versteeg
Region Engineer
OFFICE

Some weeks ago, this office made an investigation at the northbound rest area at the intersection of the connections from the passenger parking area and the trucks and trailer parking area. As a result a "YIELD" sign was placed facing the passenger vehicle approach.

Mr. Tom Lowe, Area Engineer, FHWA, telephone this office and indicated his report was going to include the strong recommendation that the "YIELD" sign be replaced by a "STOP" sign. He also wished a "STOP AHEAD" sign. I promised to review this location on my next trip south.

Mr. Lowe was in this office Tuesday, December 19, 1972 and again brought up this situation. I promised to meet him on the ground Thursday December 21, 1972.

This meeting was attended also by Mr. Keith Martin, Resident Bridge Engineer, Grants Pass. The truck route was provided with a preferential superelevation on a curve right. The passenger cars approach to this curve is on a curve right. Thus the passenger vehicle must negotiate a turn left and "break over" the superelevation of the truck route. The passenger vehicle route was tested with the Ballbank indicator and the safe speed was found to be 25 MPH. Tracks in the westerly shoulder area show that considerable numbers of vehicles have driven a different pattern to avoid the drastic alignment described.

Mr. Lowe insisted on a "STOP" sign and I could not see inconveniencing that many motorists. Also, I knew that few would observe such signing. To break the impasse, I said that we would sign neither "STOP" or "YIELD" and install warning signs advising motorists of the actual hazard. This would be an interim solution.

Dr

1 Hall H
2 A. Olson
Copy Terpin
Scott
Swanson
Copy R. Olson
Trout

RECEIVED
DEC 26 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Return To ____
Bring Up __/__/__
Other ____

NOTED
H. VERSTEEG

It is recommended that the existing "YIELD" sign be removed and a "SLOW" and turn left symbol sign with a "25 MPH" rider be installed on the passenger vehicle approach to this curve. It is also recommended that Mr. Steyskal, Region Designer, work up a design and cost estimate for improving this situation. It is then recommended that the method of financing be determined and a determination be made of what forces should accomplish the work.

Mr. Lowe was very critical of the curb design in our rest areas in general and specifically at the north end of the passenger car parking area of the subject rest area. In this matter, I agree that in many of our designs (example: southbound Gettings Creek) that we have placed PCC curbed islands at the entrances which are potentially hazardous. Last month the writer observed an accident at the example location wherein a large truck and trailer loaded with fertilizer overturned while attempting to avoid the island mentioned.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK
Region Traffic Engineer

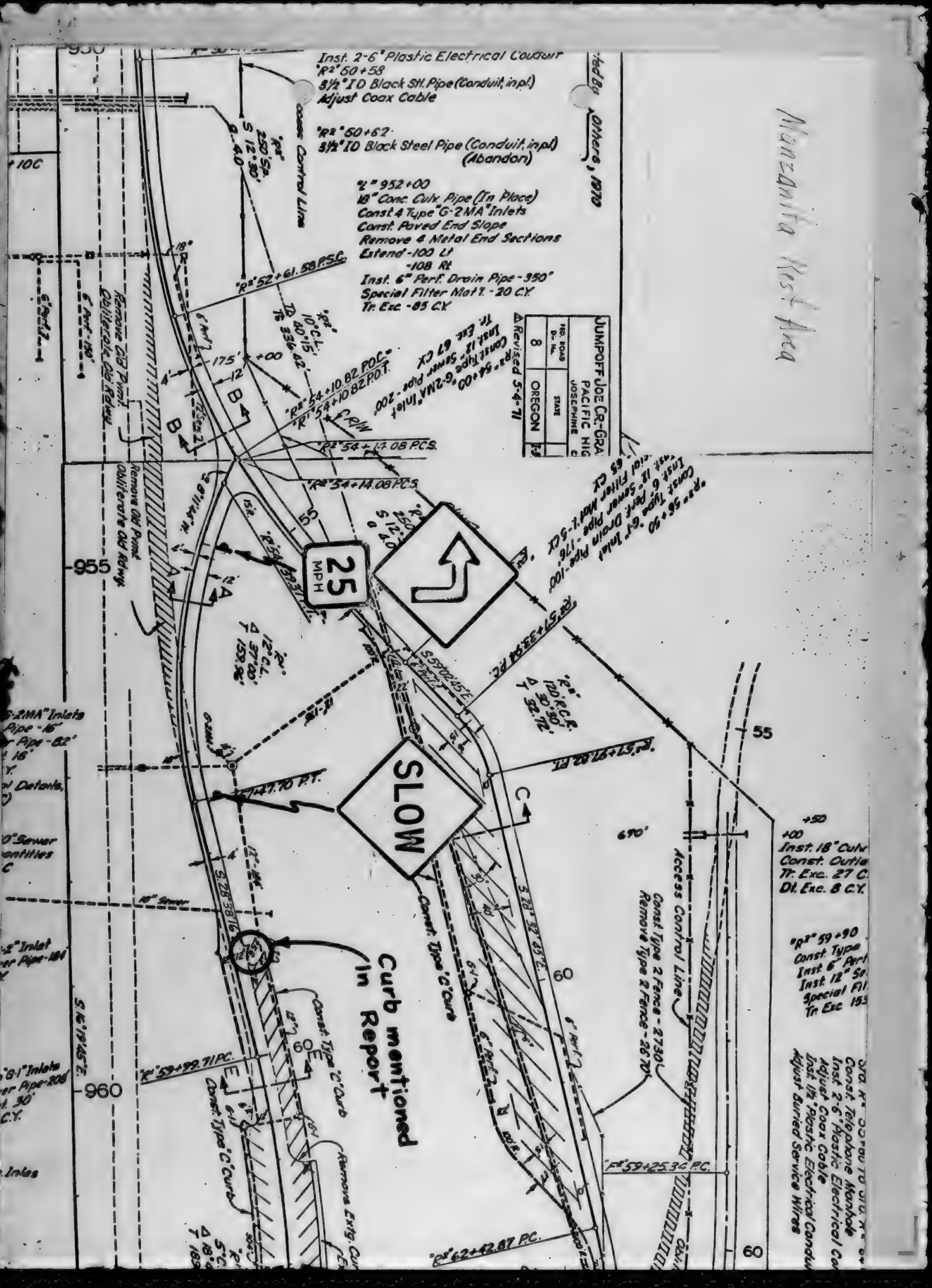
GLC/cw

cc L. E. George
Frank Hall
George Thornton
B. E. Brown

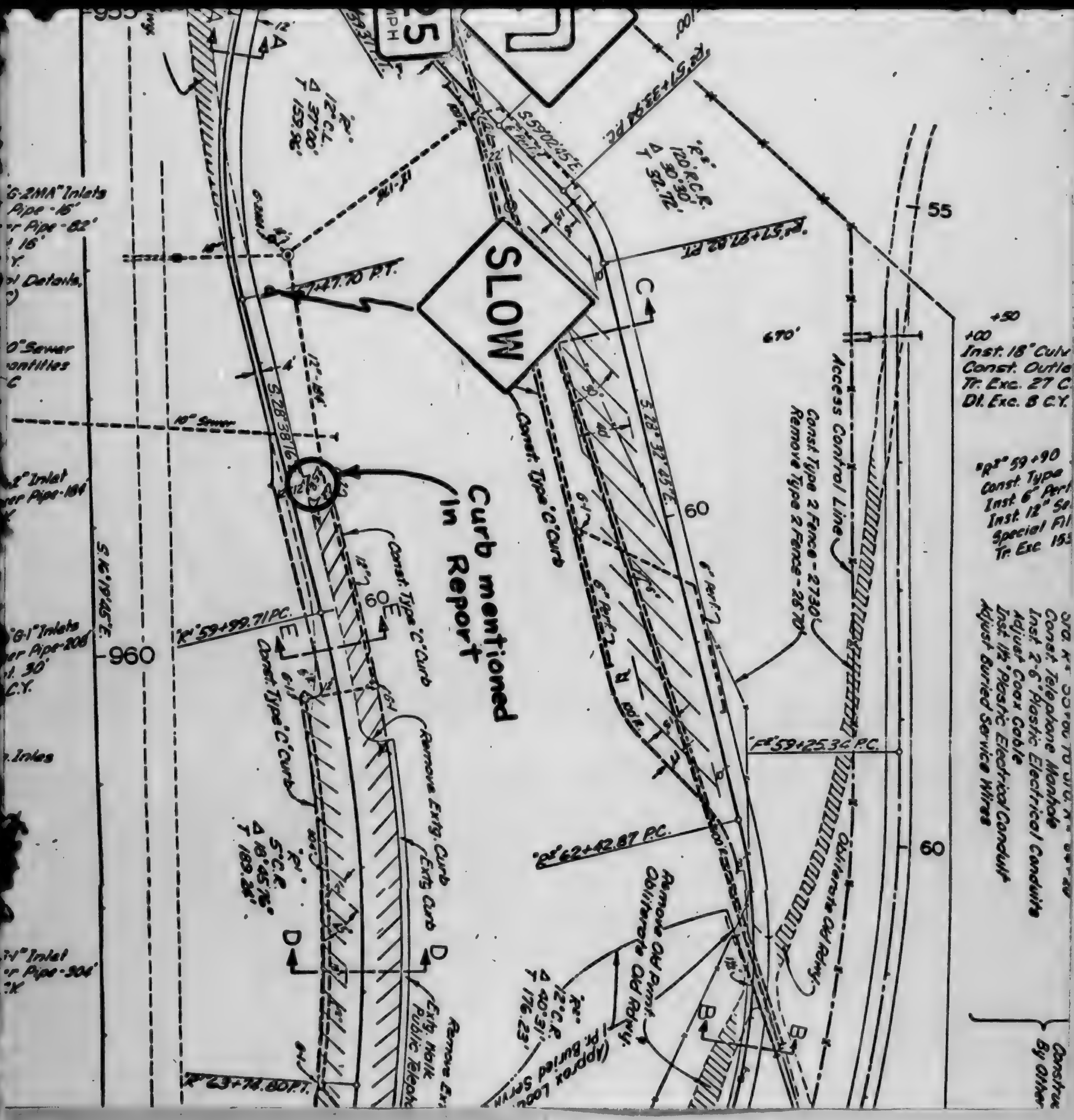
1-2-73

Discussed with Clark. Rec. longer off-ramp & separation of trucks & cars prior to curbed area. Field will make necessary recommendations if necessary.

DWJ.



Inst. 2-6" Plastic Electrical Conduit
"R2" 50+58
3½" I.D. Black Stl. Pipe (Conduit, in pl.)
Adjust Coax Cable
"R2" 50+62
3½" I.D. Black Steel Pipe (Conduit, in pl.)
(Abandon)
"L" 952+00
18" Conc. Culv. Pipe (In Place)
Const. 4 Type "G-2MA" Inlets
Const. Paved End Slope
Remove 4 Metal End Sections
Extend -100 Lt
-108 Rt
Inst. 6" Perf. Drain Pipe -350'
Special Filter Mat'l. -20 C.Y.
Tr. Exc. -85 C.Y.
Access Control Line
Others, 1970
"R2" 52+61.58 P.S.C.
"R2" 54+10.82 P.O.C.
"R1" 54+10.82 P.O.T.
"R2" 54+14.08 P.C.S.
"R2" 54+00
Const. Type G-2MA Inlet
Inst. 12" Sewer Pipe -200'
Tr. Exc. 67 C.Y.
JUMPOFF JOE CR.-GRA
PACIFIC HIG
JOSEPHINE
8
OREGON
△ Revised 5-4-71
Manzanita Rest Area
Remove Old Pvmt.
Obliterate Old Rdwy.
B
A
C
E
55
60
-955
-960
25 MPH
SLOW
"R2" 57+33.94 P.C.
"R2" 57+97.82 P.T.
57+47.70 P.T.
S 55°02'15" E
S 28°38'16"
S 28°32'45" E
S 16°19'45" E
"R2" 59+99.71 P.C.
"F2" 59+25.34 P.C.
"R2" 62+42.87 P.C.
"R2" 56+90
Const. Type "G-1" Inlet
Const. 6" Perf. Drain Pipe -100'
Inst. 12" Sewer Pipe -176'
Special Filter Mat'l. -5 C.Y.
65 C.Y.
Const. Type "C" Curb
Remove Extg. Curb
Curb mentioned in Report
Const. Type 2 Fence -2730'
Remove Type 2 Fence -2670'
"R2" 59+90
Const. Type
Inst. 6" Perf
Inst. 12" Se
Special Fil
Tr. Exc. 155
+50
+00
Inst. 18" Culv
Const. Outle
Tr. Exc. 27 C
Dt. Exc. 8 C.Y.
Const. Telephone Manhole
Inst. 2-6" Plastic Electrical Co
Adjust Coax Cable
Inst. 1½" Plastic Electrical Condu
Adjust Buried Service Wires
6" Perf.
15" Sewer


25
MPH
SLOW
Curb mentioned
In Report
"G-2MA" Inlets
Pipe -16'
10" Sewer
S.28°38'16"E.
147.70 P.T.
"A" 59+99.71 P.C.
Const. Type 'C' Curb
Remove Exty. Curb
Exty. Curb
Exty. Walk
Public Teleph
S.28°32'45"E.
S.59°00'45"E.
"F" 59+25.34 P.C.
"E" 62+42.87 P.C.
Access Control Line
Const. Type 2 Fence - 2730'
Remove Type 2 Fence - 2670'
Obliterate Old Rdwy.
Remove Old Pvmt.
1 Pr. Buried Service
(Approx. Loc.)
Δ 40°31'
T 176.23'
Δ 18°45'
T 189.26'
+50
+00
Inst. 18" Culv
Const. Outle
Tr. Exc. 27 C
Dl. Exc. 8 C.Y.
"R" 59+90
Const. Type
Inst. 6" Perf
Inst. 12" Se
Special Fil
Tr. Exc. 15
Const. Telephone Manhole
Inst. 2-6" Plastic Electrical Conduits
Adjust Coax Cable
Inst. 1½" Plastic Electrical Conduit
Adjust Buried Service Wires
Construc
By Other
A
B
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E
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60
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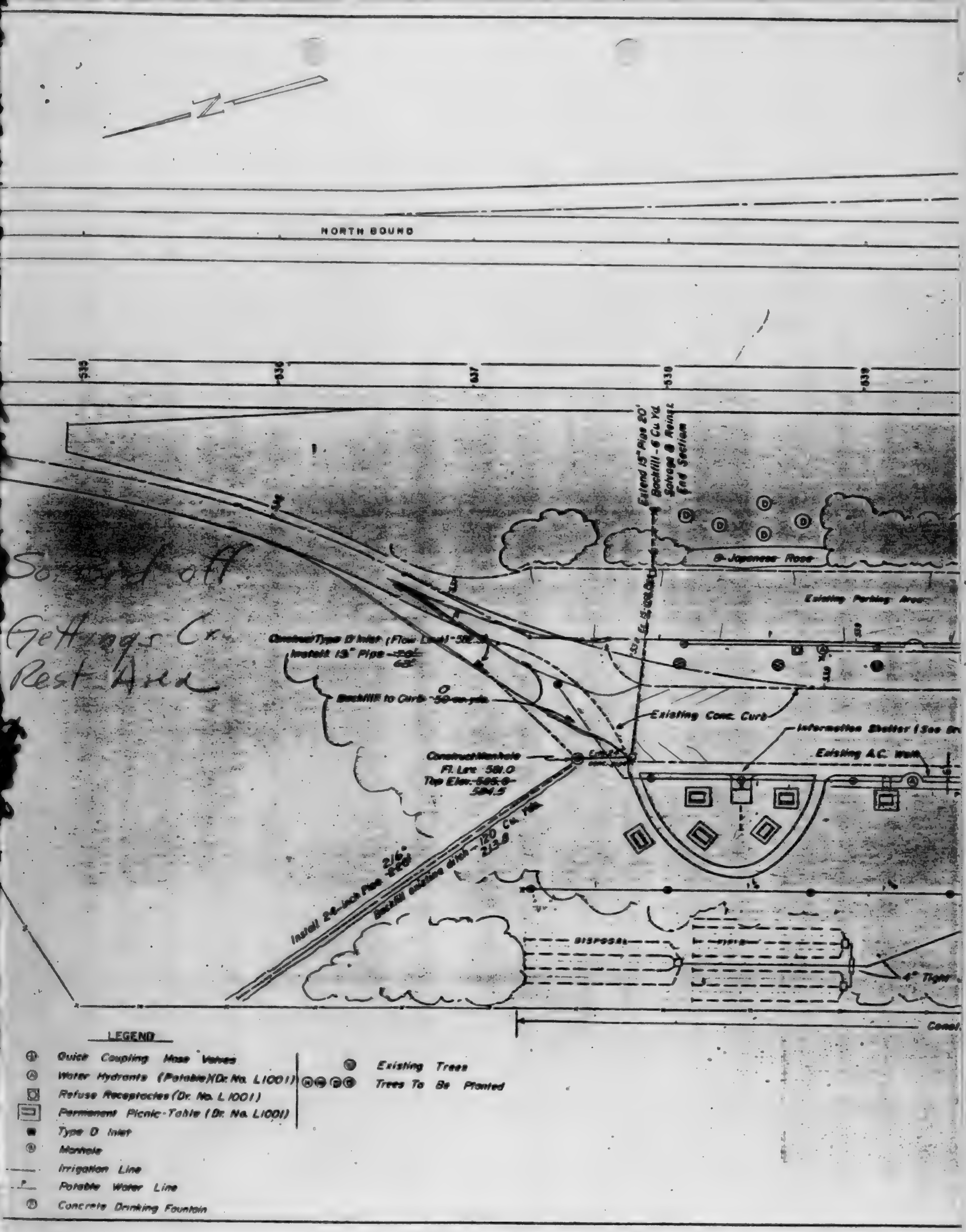
60
960


NORTH BOUND
535
536
537
538
539
Extend 15" Pipe 20'
Backfill - 6 Cu. Yd.
Salvage & Reinst. End Section
8 - Japanese Rose
Existing Parking Area
Construct Type D Inlet (Flow Line) - 582.3
Install 15" Pipe
Backfill to Curb
Existing Conc. Curb
Information Shelter (See Dr.
Existing A.C. Walk
Construct Manhole
Fl. Line 581.0
Top Elev. 585.0 - 584.5
Install 24-Inch Pipe 216
Backfill existing ditch 120 Cu. Yds.
DISPOSAL
4" Tight
LEGEND
Quick Coupling Hose Valves
Water Hydrants (Potable)(Dr. No. L1001)
Refuse Receptacles (Dr. No. L1001)
Permanent Picnic-Table (Dr. No. L1001)
Type D Inlet
Manhole
Irrigation Line
Potable Water Line
Concrete Drinking Fountain
Existing Trees
Trees To Be Planted

So. Bd. off

Gettings Cr.

Rest Area

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

1 Hall

A. Olson

2 Turpin

Scott

3 Swanson

R. Olson

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OCT 9 - 1972
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SECTION

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DATE October 6, 1972

TO Mr. L. H. Young
Programing Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Manzanita Safety Rest Area
Pacific Highway
Josephine County
Wateco Sewage Disposal System
Bridge No. 9114A

In addition to that work contemplated in our letter of September 26, 1972, the following should be included in the subject project in order that the existing toilet buildings can be connected to and become operational with the Wasteco System.

1. Construct the water-borne sewage lines and manholes from both existing toilet buildings to the Wasteco plant. Estimated cost $12,900.
2. Construct water recirculation lines from Wateco plant to existing toilet buildings to provide for flushing urinals and toilets. Estimated cost $4,300.
3. Split water system within existing toilet buildings into potable and flushing systems. Estimated cost $2,400.
4. Construct water line from existing water system to Wasteco plant to provide for additional water make-up. Estimated cost $21,000.

The above items will be designed and detailed by the State and the work will be contracted in the normal manner as will the waste irrigation system included in the previous letter. It is anticipated that the Wasteco system and building will be installed under a negotiated contract with Wasteco.

The estimated cost of all items to be contracted in the normal manner = $27,000

20% E and C = 5,400

Total $32,400

Estimated cost of items to be negotiated with Wasteco = $155,000

20% E and C = 31,000

Total $186,000

It is requested that the above be programmed with the FHWA on a participating basis. The work has their approval as a Category 2 experimental project.

The first will be a contract negotiated with Wasteco, Inc., to design, construct, and put into operation their sewage disposal plant. Also, as part of this contract a building (to house above equipment) and a sewage effluent irrigation system would be designed by the State and contracted to Wasteco to build. This work has FHWA approval as a Category 2 experimental project. We propose to do this work as soon as possible.

The second contract will be awarded on a competetive bid basis and close control can be maintained directly with Wasteco during design, construction and initial starting up of the plant. This method is in the best interest of the general public in order that continual rest area service can be maintained, a more efficient installation constructed and better experimental results obtained that may be utilized in future installations. A negotitated contract with the manufacturer will allow any changes or revisions in this experimental project to be made with the greatest efficiency and economy.

DOC:dh

cc A. E. Johnson
V. E. Skoog
F. L. Hall
Roy Olson
L. L. Wallace
D. O. Christensen
R. F. Knapp

I-5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE September 26, 1972

TO Mr. L. H. Young
Programing Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Manzanita Safety Rest Area
Pacific Highway
Josephine County
Wasteco Sewage Disposal System
Bridge No. 9114A

Please take the action necessary to program with the Federal Highway Administration the Wasteco sewage disposal system as a Category 2 experimental project.

The estimated cost of this project, which will include the Wasteco plant equipment, waste irrigation system and the building for protection of the equipment, is $161,000. The breakdown of this cost is as follows:

Wasteco plant	$140,000	by Wasteco
Building	15,000	by State
Waste irrigation system	6,000	by State
	$161,000	

The plant equipment will be furnished, installed, and started up by Wasteco, Inc., 20675 S.W. 105, Tualatin, Oregon 97062. Wasteco will also train our personnel as operators.

The Wasteco processing plant is designed to meet all DEQ requirements for sewage reduction and disposal at the rest area site.

The system is essentially a closed type wherein water, serving as the sewage waste transporting fluid, is repeatedly reprocessed in the plant and purged of sewage components which are then incinerated to an inert and sterile condition. The purged water transporting fluid is sterilized by chlorination and returned to the system to serve toilet buildings' water closets and urinals only. Disposed waste products from the processing plant include incinerator stack gases discharged to the atmosphere and a very small quantity of ash material to be deposited at a waste site. Also, a small volume of sterilized waste water will be discharged by irrigation methods on a selected disposal site.

Upon completion of the installation of this system, data will be recorded and analyzed so that an evaluation of the system can be made to determine its future applicability on other projects.

Mr. L. H. Young
-2-
September 26, 1972

Attached is a xerox copy of the Federal Highway Administration's letter of August 9, 1972, giving approval to this project as a Category 2 experimental project.

DOC:dh
Attachment

cc F. L. Hall
L. L. Wallace
Roy Olson

1 Hall
A. Olson
2 Temple
Saxe
3 Swanson
R. Olson
Trout 4

RECEIVED
SEP 27 1972
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SECTION

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Receiver Keep ☐
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WASTECO, INC.
20675 S.W. 105th / Tualatin, Oregon 97062 / Phone 638-6851

1 Hall H
X A. Olson
X Terpin
Stoff
Swensen
R. Olsen
Trout K

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JAN 25 1972
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Bring Up /
Other

January 21, 1972

I-5

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Ref. #B-1144

Attention: George M. Baldwin
Administrator of Highways

Subject: Manzanita Safety Rest Area

Dear Mr. Baldwin:

This is in answer to your letter dated January 12 regarding the above subject job.

The chemicals proposed to be used in this project are as follows: alum, polyelectrolyte, "roccal", chlorine. The breakdown on these chemicals is as follows:

Chemical	Dosage	Function	End Disposal
Alum	100 lbs/day	Primary flocculation	Stays with sludge formed by flocculation, is filtered out and incinerated to form an inert solid ash.
Polyelectrolyte	5 lbs/day	Secondary flocculation	
"Roccal"	3 lbs/day	Detergent neutralizer	Stays in solution - biodegradeable
Chlorine	1 3/4 gals/day	disinfection	stays in solution

The quality of the effluent to be discharged from this facility would be of a quality high enough to be used for sprinkling, irrigation, etc. The solids would be completely eliminated by the filtering and the incineration process that we have indicated for this facility.

REFERRED TO
Wallace
Design
1/25/72

We have estimated that there would be approximately 5-6000 gallons per day of effluent discharge which would occur under maximum usage during peak periods. We feel this will be experienced only on rare occasions because of the plant capacity of 60,000 gallons per day, and the re-circulation for re-cycling the water into the urinals and the water closets. However, since this occurs only under maximum usage at peak periods, our information leads us to conclude that this type of discharge would be rare and only occurring during the summer months and would not only be limited but processed and clean enough to not cause any type of problems.

I hope this will answer the questions you had on this correspondence. If you have any additional questions at this time, by all means let us hear from you - it will receive our immediate attention.

At this point would you be good enough to give us an indication of when you feel this order will be released for processing. We are looking forward to working on this project and would appreciate any pre-information you have at this time so that we may take this into account in projecting our engineering requirements for the coming months.

Thank you very much for your interest - we will look forward to receiving your order.

Sincerely,

Arthur J. Arellano

cc Frank Hall
Roy E. Olson

FORM E-30

Frank Hall

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 10, 1971
Salem, Oregon

I-5

To:
Mr. Roy E. Olson
Landscape Engineer

SUBJECT:
Manzanita Safety Rest Area Expansion
Josephine Co.
Br. No. 9114A
Wasteco, Inc., Proposal for Sewage Disposal Facilities

At the end of August a copy of the prospectus concerning a sewage disposal facility designed by Wasteco, Inc., for the proposed rest area expansion was received from you.

It is our understanding that Wasteco, Inc., representatives met with Highway Division people during the fourth week of August to discuss this matter. We have no information from that meeting.

After perusing the submitted prospectus, many questions come to mind due to the fact that we have no background information on this matter.

Our comments and questions are as follows:

1. Due to a poor print, circulation of the flow diagram on Drawing No. B-1679 is unclear.
2. It is believed that 20 chemical toilets would be required rather than the 18 specified.
3. Are the chemical toilets of approved design and manufactured by a reputable company? What make and model of chemical toilet is proposed for the project? What about availability of parts supply, fixture replacement, service support, maintenance costs, etc.?
4. What chemicals are used, availability, what are the costs, and do the chemicals arrest bacterial action for extended periods of time or does bacterial action in the chemical sludge proceed under anaerobic conditions? Do the chemicals tend to fluidize the sewage matter? In the tanks, does the chemical waste and sludge remain in a fluidized state or does some settling of chemicals and/or sewage solids occur? Is there a tendency for chemical/ waste and sludge lines to plug?

Hall
A. Olson
Wills
Hackleman
Carstensen
Keys
Terpin

RECEIVED
SEP 13 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
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Keep ☐
Return To
Other

5. Judging from the flow diagram it appears that toilet chemical sewage waste is transported by gravity flow to the sump tanks. Since the chemical sewage waste is likely of very low volume, and consequently of low hydraulic energy, how is assured transport achieved for the chemical sewage waste? What are the sizes, materials and required gradients of the chemical sewage waste lines.

6. Need information on materials and design of the tanks. What is the horsepower of the various pumps? Are all pumps of the sewage type?

7. Treatment Plant (Clear-Flow Mod. 21S)

   Is all waste water run through the treatment plant? What is its maximum daily capacity and peak capacity? Judging from the flow diagram it is surmised the effluent from the "clear-flow" will not meet the Environmental Quality Standards for free discharge into a natural stream. Who is the manufacturer of the clear-flow unit?

8. Incinerator (ALCR 350)

   What is the fuel consumption for processing 350 pounds of chemical sludge? Is combustion more than a one stage process? Are there any toxic products of combustion? Who manufactures the burners and what is the motor horsepower of each?

9. Alternate A

   Need clarification on the functions and capability of this alternate.

10. Alternate B

   Are the Type 1 and 2 wastes referred to, solid type wastes? What is the hourly fuel consumption of this incinerator? Is the incinerator multi-stage and who is the burner manufacturer and what are the motor horsepowers?

11. Alternate C

   Is the hydraulic ram for the purpose of charging solid waste materials? What power of electric drive is required?

12. General

   (a) What are the specific details of the control system operation? What kind of sensor devices are used for regulation of the tanks and pumping operations?

(b) It is surmised that the sewage disposal facility is automatic in operation. Normally how long of periods can the facility remain unattended? What are the details concerning periodic maintenance functions to be performed by maintenance personnel?

(c) What kind and extent of personnel training required for operation of the plant facilities? Who can provide the training?

Many of the above items concern information we need in order to design the plumbing facilities for this project. Other comments and questions are made to point out items that may need to be investigated.

[illegible]
[illegible]

L. L. Wallace
Bridge Design Engineer

RFK/ag

cc: Frank Hall
D. O. Christensen

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 18, 1971

SUBJECT: Manzanita Safety Rest Area
Josephine County

To: Mr. Roy Olson
Landscape Engineer
Salem

Attention: Skip Spooner

George Thornton, District Engineer, has advised me that the garbage pickup at Manzanita Safety Rest Area amounts to two pickup loads per day on a seven (7) day basis. The volume is equal to 6 cubic yards per day.

The above figures are doubled during the tourist season for approximately three months. At the particular area we are not paying for disposing of garbage at the Dump area.

John Quiner II
JOHN QUINER II
Regional Construction Engineer

JQII:ejb

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[illegible]
DESIGN
SECTION

______Scott______
______Swenson______
__/__R. Olson__RE__
______Trout__R__
Do Not File ☐
Keep ☐
Return To________
Other ________

HS

FORM 2-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 10, 1970

1

SUBJECT: Manzanita Safety Rest Area
Pacific Highway
Josephine County

To: Roy E. Olson
Landscape Architect
S A L E M

I have your letter of June 5 regarding the proposed "French Drain" from the disposal system drainfield.

The request of the Portola Lumber Co., owners of the property, would require installation of over 2,000 feet of this "French Drain" and the cost would be prohibitive.

On Tuesday June 2, 1970, I met on the site with Right of Way Agent Atley Chapman, Mr. Grosh of Portola Lumber Co. and their Attorney, Mr. Wm. Johnson, and a member of the Josephine County Sanitation Dept. whose name escapes me.

The proposal for a french drain such as described, which in periods of heavy runoff would run directly into an open drainage, was immediately unacceptable to the County Sanitarian as well as to me. This drain, in addition to the effluent from the drainfield, would because of its location intercept all the runoff from the southbound lanes of the freeway for approximately 2,000 feet as well as runoff from the intervening ground. Any effluent from the drainfield under these conditions would immediately surface and be intolerable.

This was explained to Mr. Grosh and Mr. Johnson.

No further consideration should be given to this proposal.

C. T. KEASEY
Division Engineer

CTK/cw
cc D. J. Barbee
R. L. Lammert
A. L. Chapman

Routing
1 Barbee
2 Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
JUN 11 1970
DESIGN DIVISION

Trout
Wills
Hackleman
Scott
3 R. Olson Copy
Carstensen

SP*52475-734

FORM 2-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

/

Roseburg, Oregon
May 8, 1970

SUBJECT: Manzanita Rest Area
Drainfield
Pacific Highway
Josephine County

To: Mr. D. J. Barbee
Design Engineer
SALEM

I am attaching herewith for your information a copy of a letter from Bill Maude, Division Testing Engineer, regarding a meeting with the Manager of Portola Lumber Co. In attendance at this meeting was Fred Reid, Right of Way Agent.

As indicated in this letter, the Manager of Portola Lumber Co. is concerned about the effluent which is coming from the rest area's drainfields, both existing and future. I believe that you should study the possibility of controlling this effluent seepage with a french drain as suggested in Mr. Maude's letter.

John Quiner II
JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.
cc F. D. Morgan
L. W. Riley
A. L. Chapman

Roy Olson following up on this matter. B

Routing

1	Barbee B	RECEIVED		Trout A
2	Hall			Wills
	A. Olson	MAY 11 1970		Hackleman
	Sample			Scott
	Terpin	DESIGN	3	R. Olson Copy
	Swenson	DIVISION		Carstensen

SP*82475-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 1, 1970

To: Mr. L. W. Riley
Right of Way Supervisor
Roseburg, Oregon

SUBJECT: Manzanita Rest Area
Drain Fields
Pacific Highway
Josephine County

On April 27, 1970 Fred Reid of the Right of Way Department and I met Edward Grosch, Manager of the Portola Lumber Company, at Manzanita Rest Area to examine the proposed enlargement of the South Bound Section. Portola Lumber Company owns the adjoining land to the north and west and intends to subdivide in the future. The problem discussed was the effluence from the rest area's drain fields, both existing and future.

The topography is a gentle slope to the west and slight slope to the north to Harris Creek. The soils in this area are decomposed granite or alluvual deposits which have a clayey binder, both of which are relatively impervious. Portola Lumber Company's land to the west and to the northwest has several flat areas which are wet during the winter months. Mr. Grosch feels that the existing drain field contributes to this problem and that the proposed addition would intensify the problem of these wet areas.

Portola Lumber Company's suggestion is to install a "French Drain" along the proposed west line to Harris Creek. They state that they would give the Department an easement from our north line to Harris Creek for this drain. It is estimated the cost of the drain would be about $3,000.00, and would be about 1/4 mile long.

There are right of way factors involved which Mr. Reid will include in his report.

I feel that the Highway Department is responsible for the water (effluent) which is/or could become a problem for Portola Lumber Company. The proposed "French Drain" is only one solution, but it is one of the cheapest and was suggested by the Lumber Company.

WILLIAM MAUDE
Division Testing Engineer

Division
WM:ejb

KQS

Moehring

Mr. and Mrs. Victor F. McKean
14301 Trautwein Road
Riverside, California 92504

August 27, 1969

Dear Mr. and Mrs. McKean:

The Oregon Department of Transportation, State Highway Division, is contemplating an expansion and improvement to the Manzanita Safety Rest Area located four (4) miles north of Grants Pass on Interstate Highway No. 5 (I-5).

In checking the Josephine County Deed Records, we find that you are the contract purchaser of a parcel of land that will be affected by this proposed expansion.

According to the present Bureau of Public Roads Requirements, owners of property to be affected by a proposed improvement are notified and given an opportunity to discuss the proposal with engineering and right of way personnel. This is usually handled by a public hearing. At this hearing, owners may express their opinions of the project which are considered by the Highway Commission prior to authorization of the project. Since there are only four property owners of record, two of which are out of State, we will contact you personally by phone "in lieu of" a public hearing.

With this in view, we are sending you a map of the proposed expansion which shows the existing highway right of way in red and your property shown in violet. The violet cross-hatched area would be required from you if the proposed project is to be constructed.

Routing
1 Barbee B
2 Hall
3 A. Olson AO
Sample
Terpin
Swenson
Trout T
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
SEP ?2 1969
DESIGN
DIVISION

Since you live out of State and to facilitate a reply, we will place a telephone call to you on September 4, 1969 at about 7:30 P.M. At this time we would be glad to answer any particular questions you might have.

If after discussion of the project with you and the other affected property owner, authorization of the project is determined, your property will be carefully appraised by competent appraisers. They will determine the market value of the property to be acquired plus damages if any to the remaining property. From this appraisal, an offer will then be presented to you for acceptance by State Highway Division, Right of Way personnel.

Very truly yours,

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.

Moehring

RECEIVED
AUG 29 1969

Mr. and Mrs. R. C. Horn
3030 N. E. Alameda Terrace
Portland, Oregon 97212

August 27, 1969

NOTED
JOHN R. OAKES

Dear Mr. and Mrs. Horn:

The Oregon Department of Transportation, State Highway Division, is contemplating an expansion and improvement to the Manzanita Safety Rest Area located four (4) miles north of Grants Pass on Interstate Highway No. 5 (I-5).

In checking the Josephine County Deed Records, we find that you are the Owners of a parcel of land that will be affected by this proposed expansion.

According to the present Bureau of Public Roads requirements, owners of property to be affected by a proposed improvement are notified and given an opportunity to discuss the proposal with engineering and right of way personnel. This is usually handled by a public hearing. At this hearing, owners may express their opinions of the project which are considered by the Highway Commission prior to authorization of the project. Since there are only four property owners of record, two of which are out of State, we will contact you personally by phone "in lieu of" af public hearing.

With this in view, we are sending you a map of the proposed expansion which shows the existing highway right of way in red and your property in blue. The blue crosshatched area would be required from you if the proposed project is to be constructed.

RECEIVED
AUG 2 1969
RIGHT OF WAY

Since you live out of this area and to facilitate a reply, we will place a telephone call to you on September 4, 1969 at about 7:45 P.M. At this time, we would be glad to answer any particular questions you might have.

If after discussion of the project with you, authorization of the project is determined, your property will be carefully appraised by competent appraisers. They will determine the market value of the property to be acquired plus damages if any to the remaining property. From this appraisal, an offer will then be presented to you for acceptance by State Highway Division Right of Way personnel.

Very truly yours,

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.

Moehring

NOTED
[illegible]

Ms. Sheila G. VanZandt
2001 E. 8th Avenue
Columbus, Mississippi 39701

August 27, 1969

Dear Ms. VanZandt:

The Oregon Department of Transportation, State Highway Division, is contemplating an expansion and improvement to the Manzanita Safety Rest Area located four (4) miles north of Grants Pass on Interstate Highway No. 5 (I-5).

In checking the Josephine County Deed Records, we find that you are the owner of a parcel of land that will be affected by this proposed expansion.

According to the present Bureau of Public Roads requirements, owners of property to be affected by a proposed improvement are notified and given an opportunity to discuss the proposal with engineering and right of way personnel. This is usually handled by a public hearing. At this hearing, owners may express their opinions of the project which are considered by the Highway Commission prior to authorization of the project. Since there are only four property owners of record, two of which are out of state, we will contact you personally by phone "in lieu of" a public hearing.

With this in view, we are sending you a map of the proposed expansion which shows the existing highway right of way in red and your property in brown. The brown cross-hatched area would be required from you if the proposed project is to be constructed.

REC'D
AUG [illegible] 1969
RIGHT OF WAY

Since you live out of state and to facilitate a reply, we will place a telephone call to you on September 4, 1969 at about 7:00 P.M. P.D.T. At this time, we would be glad to answer any particular questions you might have.

If after discussion of the project with you authorization of the project is determined, your property will be carefully appraised by competent appraisers. They will determine the market value of the property to be acquired plus damages if any to the remaining property. From this appraisal, an offer will then be presented to you for acceptance by State Highway Division Right of Way personnel.

Very truly yours,

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.

Salem, Oregon
June 2, 1969

Manzanita Safety Rest Area
Josephine County

Mr. Frank D. Morgan
Construction Engineer
BUILDING

Attention: Mr. F. W. Yarbrough

Attached is a proposed plan for the expansion of the Manzanita Rest Area which is presently served by one well located in the Northbound unit.

It is proposed to dig an additional well including a water storage reservoir to provide sufficient water for the expanded area, including irrigation.

Would you please arrange to have your geologists make a seismic exploration to determine the best location for the well construction.

The project has been scheduled for April, 1970.

ORIGINAL SIGNED BY
D. J. BARBEE

D. J. Barbee
Design Engineer

DJB:mk
Attachment

cc: Mr. Roy Olson

Routing
Barbee
Hall
A. Olson
Semple
Terpin
Swenson

RECEIVED
JUN - 2 1969
DESIGN
DIVISION

Trout T
Wills
Hackleman
Scott
R. Olson
Carstensen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 31, 1969

SUBJECT: Manzanita Safety Rest Area

To: Mr. Ivan Merchant
Bridge Engineer
BUILDING

Attention: Mr. L. L. Wallace
Chief Design Engineer

L

On March 18, 1969, The Bureau of Public Roads gave their approval for us to proceed with all phases of preliminary engineering for the expansion of the Manzanita Safety Rest Area.

The expansion will include toilet building, information shelter, picnic tables with and without shelters, irrigation and potable water system, well drilling, water storage tank, and illumination.

The project has been scheduled for December letting. Would you please have your staff coordinate the above design facilities with those of the Landscape Section.

Preliminary layout plans are in the stage of preparation and will be made available when required.

D. J. Barbee
Design Engineer

By Roy E Olson

Roy E. Olson
Landscape Engineer

Routing
1 Barbee B
2 Hall H
A. Olson
Sample
3 Terpin T.
4 Swenson
Trout T
Willis
Hackleman
Scott
R. Olson
[illegible]

RECEIVED
APR - 1 1969
DESIGN DIVISION

cc: D. J. Barbee ✓

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 19, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

G. L. Green

SUBJECT: Oregon Project I-5-2(57)59
Expansion of [redacted]

1 Barbee B
2 Hall H
A. Olson
Sample
Terpin
Trout T
Wills
Hackleman
Scott
3 R. Olson copy
Carstensen

RECEIVED
MAR 21 1969
DESIGN DIVISION

F. B. KLABOE

Your November 20, 1968 letter requested approval as an Interstate project the expansion of facilities at the subject Safety Rest Area. The proposed revisions were reviewed on the ground by your Chief Landscape Engineer, our Assistant Regional Landscape Architect and the Area Engineer on February 28, 1969.

It was agreed that the proposal should be resubmitted because the expansion as shown would adversely affect the appearance and operation of the development for the following reasons:

1. Expanding the truck and trailer parking area toward the main traveled way as proposed would result in the parking areas coming within 40 feet of the main traveled way in the northbound area and within 48 feet in the southbound area. It was agreed that this would result in an unsafe condition.

2. The island of existing vegetation between the Rest Area and the traveled way would be destroyed with the expansion of the parking area as proposed. These islands of vegetation not only add to the attractiveness of the area but also serve as a buffer to reduce the highway noise.

It is felt that if additional land adjacent to the existing facilities can be acquired the more recent rest area designs of having car parking nearest the highway and trailer parking in the rear would be feasible by expansion of both areas on the side away from the traveled way. Such an expansion would also help satisfy future needs for increased parking brought about by increased ADT.

REFERRED TO
Roy Olson
Design Engr.

(more)

3-21-69
REFERRED TO
Barbee - Young
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is agreed that the expansion of the existing facilities is necessary in order to serve the traffic needs. However, it is recommended that the proposal be resubmitted for the above reasons. In order to be consistent with the design year established for the Interstate the design year for the rest area should be 1975.

RECEIVED
MAR 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7933 Delta Hwy.-Coburg Rd. (Eug.) 1973
Sec., Willamette Bikeway
(Grading and paving bike.) #2

#7933

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 13, 1978

W. H. Gonyea and Associates
P. O. Box 269
Springfield, OR 97477

Attention: Thomas E. Brownhill

Dear Mr. Brownhill: Re: File # 46993 - Zellner

This is to acknowledge the donation of properties on which the Eugene Bikepath is situated. The Department of Transportation appreciates this donation and the people in the State will continue to enjoy this beautiful bike facility. The last time I was in Eugene, it was apparent from viewing the bikepath the tremendous amount of use that is made of it. We appreciate your assistance in this matter.

Yours very truly,

J. B. Boyd
Right of Way Manager

JBB:lb

cc: F. B. Klaboe
A. Shirley
V. Wilson
J. Sollis

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
MAR 14 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7933 1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: December 7, 1976

In reply refer to: 1041RW.1

SUBJECT: Oregon Project I-105-4(105)196
Clark Ave. - Coburg Road
File Nos. 46933, 33375 and 33423
George L. Zellner Exchange Agreement
(Mr. J. B. Boyd's November 26 memo to Virgil Wilson)

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Numbered paragraph 3 of the agreement gives the State the right to enter upon the private property and the right of way to perform maintenance in the event the property owner fails to do so. Some provision should be included which gives the State the right to revoke the permit if the right of way is required for other uses at a future time.

Also, the agreement should contain some provision whereby the property owner would be required to perform maintenance from his property and be precluded from using the freeway ramp for that purpose.

G L Green
G. L. Green

cc:
OSHD (Mr Boyd)
Quesnel

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 9'76
REFER TO
Schroeder
FOR

RECEIVED
[illegible] 15 1976
Office of
[illegible] Engineer

12-15-76
Copy - Boyd - TAA

NOTED
R. L. SCHROEDER

#7933

FORM E-38

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE November 26, 1976

TO Virgil Wilson
Region 3 R/W Supervisor

JBBoyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT George L. Zellner Exchange Agreement
Files 46933, 33375 and 33423

It is necessary to renegotiate our agreement with George and Emily Zellner. The first agreement included a third party, the Riverside Thunderbird Corporation, which is now not interested in the property.

We consummated this agreement in order that the bike path along side of the Willamette River could be completed and Mr. Zellner cooperated with us to the fullest.

Please do all you can to accomodate Mr. Zellner in this area. The agreement must be executed in order that further work be done by him in his planned unit development preparation will not be hampered.

JBB:hb
Attach. (3)

cc R. L. Schroeder ✓
A. Shirley
Charles Mathias
Mr. George Zellner

RECEIVED
NOV 29 1976
Office of
Assistant State Highway Engineer

11-9-76

Highway Division
Files 46933
33375
33423

AGREEMENT

THIS AGREEMENT, entered into this _____ day of __________________, 197__, between the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as "State" and GEORGE L. ZELLNER and EMILY K. ZELLNER, hereinafter referred to as "Zellners".

WITNESSETH:

WHEREAS, on August 21, 1973, State entered into an agreement with Zellners and Riverside Thunderbird Corporation, Inc., in connection with an exchange of certain property between State and Zellners.

WHEREAS, part of the consideration for the property to be conveyed to Zellners by State was that Riverside Thunderbird Corporation would reconstruct, landscape and maintain said property and a portion of the highway right of way adjacent thereto in accordance with the plans dated August 7, 1973, prepared by Nelson/Walla/Dolle & Company PS, a copy of which is attached hereto and marked Exhibit "A" and by reference made a part of this agreement; and

WHEREAS, Riverside Thunderbird Corporation has abandoned its plans to develop Zellners property and no longer has an interest in said property; and

WHEREAS, Zellners now desire to develop their property, which development will include the reconstruction and landscaping of the property to be conveyed to Zellners by State and the adjoining highway right of way as provided for in said agreement dated August 21, 1973, and said plans dated August 7, 1973; and

WHEREAS, State is willing to enter into a new agreement with Zellners for the purpose of consummating the above-mentioned exchange of property.

NOW, THEREFORE, it is agreed between the parties hereto as follows:

1. That State will give Zellners a permit of entry for the property to be conveyed by State to Zellners and the highway right of way adjacent thereto to allow Zellners to develop, landscape, and maintain said property and highway right of way in accordance with said plans dated August 7, 1973.

2. That Zellners, their heirs and assigns will, at their sole expense, develop, landscape and maintain said property and highway right of way in accordance with said plans dated August 7, 1973.

3. That if Zellners, their heirs and assigns neglect or refuse to maintain said

PS, a copy of which is attached hereto and marked Exhibit "A" and by reference made a part of this agreement; and

WHEREAS, Riverside Thunderbird Corporation has abandoned its plans to develop Zellners property and no longer has an interest in said property; and

WHEREAS, Zellners now desire to develop their property, which development will include the reconstruction and landscaping of the property to be conveyed to Zellners by State and the adjoining highway right of way as provided for in said agreement dated August 21, 1973, and said plans dated August 7, 1973; and

WHEREAS, State is willing to enter into a new agreement with Zellners for the purpose of consummating the above-mentioned exchange of property.

NOW, THEREFORE, it is agreed between the parties hereto as follows:

1. That State will give Zellners a permit of entry for the property to be conveyed by State to Zellners and the highway right of way adjacent thereto to allow Zellners to develop, landscape, and maintain said property and highway right of way in accordance with said plans dated August 7, 1973.

2. That Zellners, their heirs and assigns will, at their sole expense, develop, landscape and maintain said property and highway right of way in accordance with said plans dated August 7, 1973.

3. That if Zellners, their heirs and assigns neglect or refuse to maintain said property and highway right of way as herein agreed, State, upon giving 30 days notice to Zellners, their heirs and assigns, shall have the right to enter upon the property

on which the maintenance work is to be done for the purpose of maintaining the same, the cost of which shall be collected by State from Zellners, their heirs or assigns. In the event it is necessary for State to institute legal proceedings for the collection of the cost incurred by State for said maintenance work, Zellners, their heirs or assigns will pay the court cost and attorney fees incurred in connection therewith.

4. That, upon the completion of the development and landscaping of said property and highway right of way in accordance with the plans dated August 7, 1973, State will record the exchange deed dated August 21, 1973, a copy of which is attached hereto as Exhibit "B" and by reference made a part hereof.

____
George L. Zellner

____
Emily K. Zellner

APPROVED AS TO FORM:

____
Assistant Attorney General & Counsel

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION,
Highway Division

By ____________________________

STATE OF OREGON, County of ____________________

____________________, 1976. Personally appeared the above named George L. Zellner and Emily K. Zellner, who acknowledged the foregoing instrument to be their voluntary act. Before me:

____
Notary Public for Oregon

My Commission expires:____________

STATE OF OREGON, County of Marion

____________________, 1976. Personally appeared J. B. Boyd, who being sworn, stated that he is the Right of Way Engineer for the State of Oregon, Department of Transportation, Highway Division, and this document was voluntarily signed on behalf of the State of Oregon by authority delegated to him. Before me:

____
Notary Public for Oregon

Highway Division

Assistant Attorney General & Counsel

By ______________________________

STATE OF OREGON, County of ____________________

________________________, 1976. Personally appeared the above named George L. Zellner and Emily K. Zellner, who acknowledged the foregoing instrument to be their voluntary act. Before me:

____
Notary Public for Oregon
My Commission expires:____________

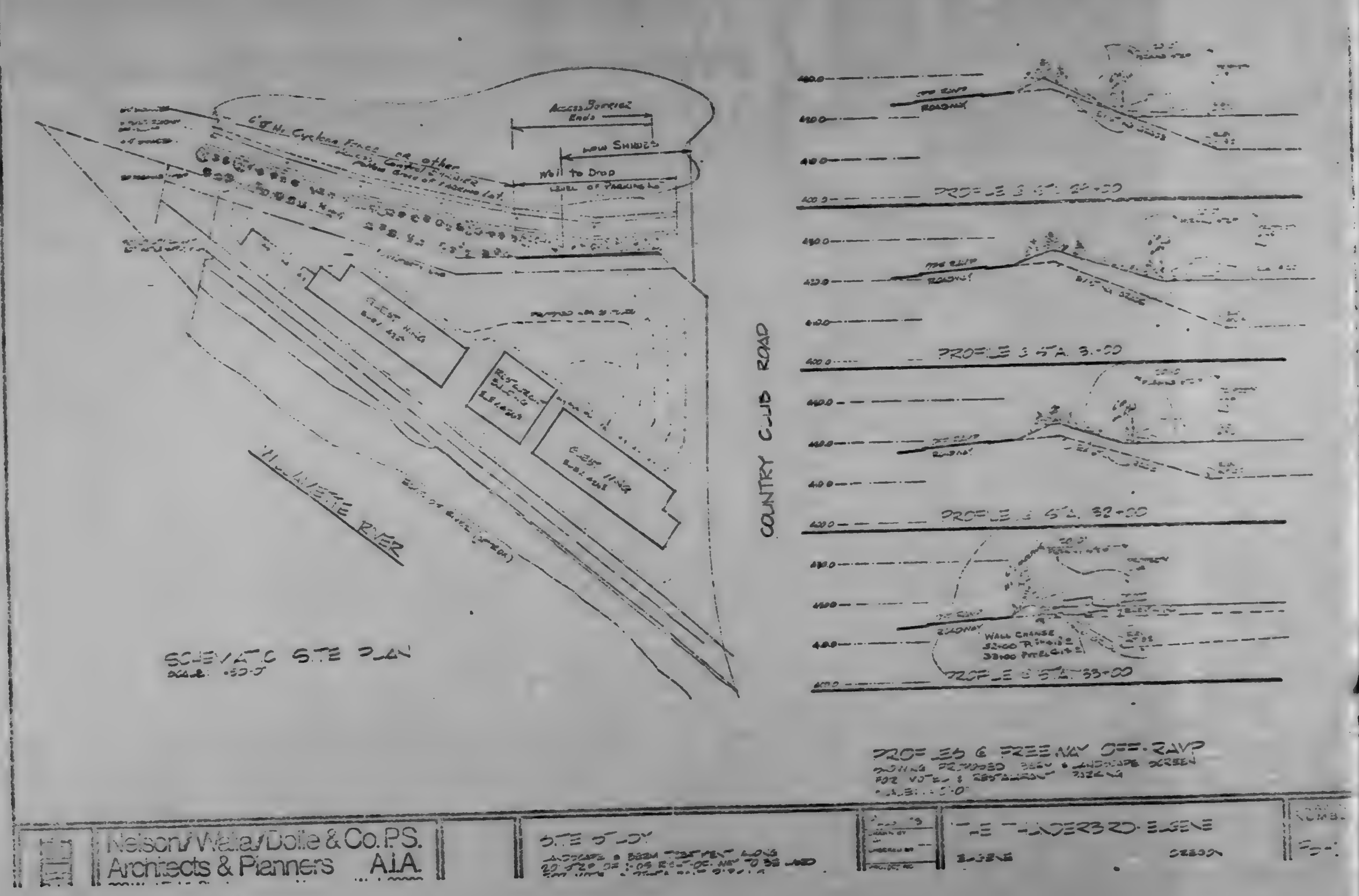
STATE OF OREGON, County of Marion

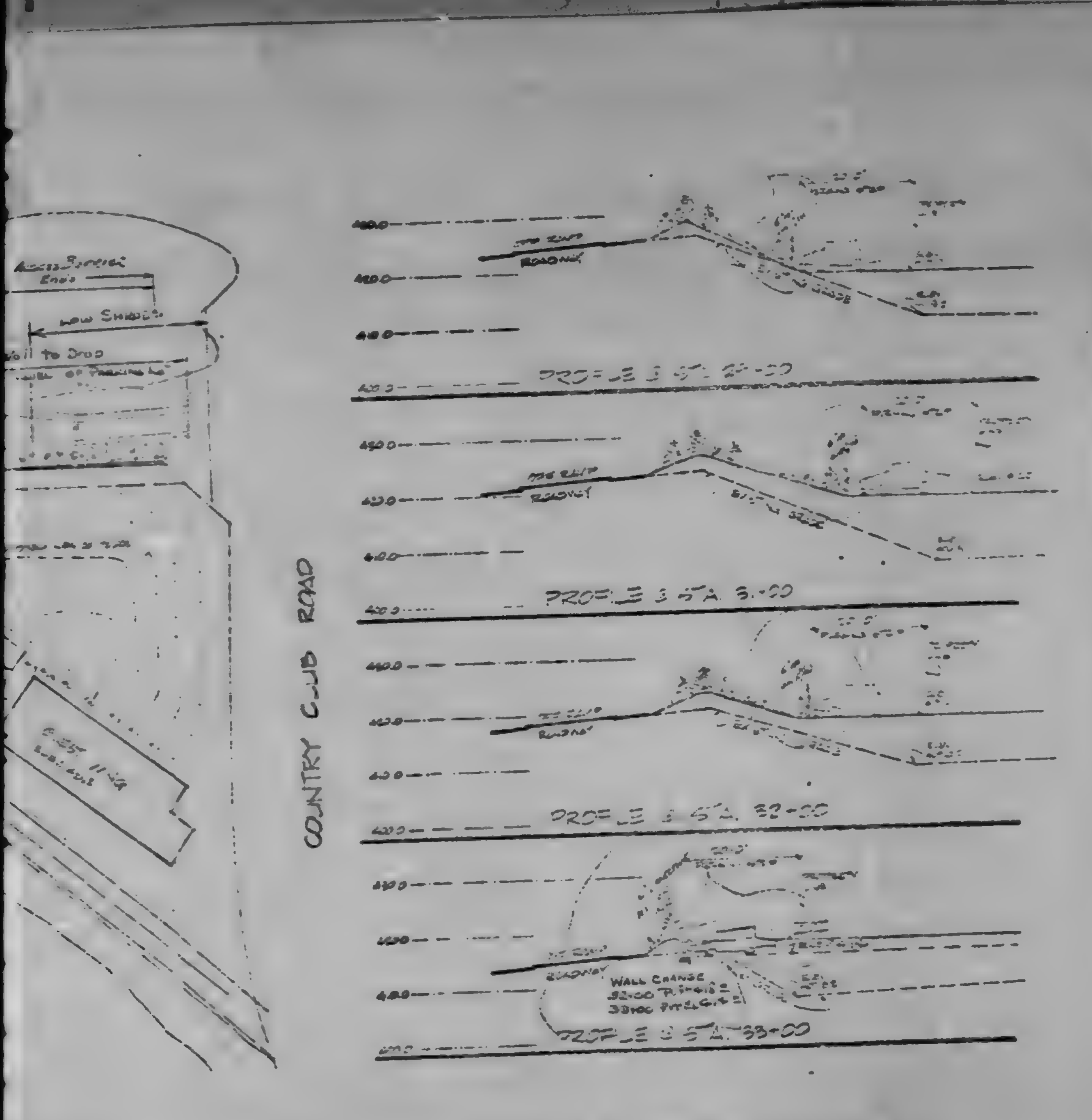
________________________, 1976. Personally appeared J. B. Boyd, who being sworn, stated that he is the Right of Way Engineer for the State of Oregon, Department of Transportation, Highway Division, and this document was voluntarily signed on behalf of the State of Oregon by authority delegated to him. Before me:

____
Notary Public for Oregon
My Commission expires:____________

bma 12

EXHIBIT "A"


6' Ht. Cyclone Fence or other
Access Barrier Ends
New Shrubs
Wall to Drop
Level of Parking Lot
Guest Wing
Restaurant Building
Guest Wing
Willamette River
Schematic Site Plan
Country Club Road
Off Ramp
Roadway
Wall Change
Profiles @ Freeway Off-Ramp
Showing Proposed Berm & Landscape Screen
For Motel & Restaurant Parking
Nelson/Walla/Dolle & Co. P.S.
Architects & Planners A.I.A.
Site Study
The Thunderbird-Eugene
Eugene
Oregon


Access Barrier Ends
Low Shrubs
Wall to Drop
COUNTRY CLUB ROAD
PROFILE @ STA. 34+00
PROFILE @ STA. 31+00
PROFILE @ STA. 32+00
PROFILE @ STA. 33+00
ROADWAY
WALL CHANGE
32+00
33+00

PROFILES @ FREEWAY OFF-RAMP
SHOWING PROPOSED BERM & LANDSCAPE SCREEN
FOR MOTEL & RESTAURANT PARKING
SCALE [illegible]

SITE STUDY
LANDSCAPE & BERM TREATMENT ALONG [illegible] TO BE [illegible] AND [illegible]

THE THUNDERBIRD-EUGENE
EUGENE OREGON

NUMBER
F-1

EXHIBIT "B"

Highway Files 46933,
33375 &
33423

REAL PROPERTY EXCHANGE

KNOW ALL MEN BY THESE PRESENTS, That GEORGE L. ZELLNER and EMILY K. ZELLNER, husband and wife, hereinafter called "Zellners", for the consideration of the real property hereinafter conveyed to them by the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "State", does hereby convey unto State the following described premises, to wit:

PARCEL 1 - (File 46933)

A parcel of land lying in Sections 29 and 30, Township 17 South, Range 3 West, W.M., Lane County, Oregon; the said parcel being bounded on the Westerly side by that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded on Reel 197D, Instrument No. 74314 of Lane County Official Records; bounded on the Easterly side by that property acquired by the State of Oregon, by and through its State Highway Commission, in that certain Final Judgment dated January 21, 1963, entered as Circuit Court Case No. 60386, Lane County, Oregon; bounded on the Southerly side by the Willamette River and bounded on the Northerly side by a line parallel with and 15 feet Northerly of the center line of a bikeway which center line is described as follows:

Beginning at Engineer's center line Station 41+93.32, said station being 504.76 feet North and 1367.48 feet West of the Northeast corner of County Survey No. 171 in said Section 29; thence South 42° 32' 25" East, 289.99 feet; thence on a 358.10 foot radius curve left (the long chord of which bears South 53° 51' 53.5" East) 141.56 feet; thence on a 716.20 foot radius curve right (the long chord of which bears South 59° 29' 11.5" East) 142.56 feet; thence South 53° 47' 01" East 428.44 feet; thence on a 636.62 foot radius curve right (the long chord of which bears South 43° 47' 25.5" East) 222.07 feet to Engineer's center line Station 54+17.94.

Bearings are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 1.05 acres, more or less.

Zellners also hereby convey to State an easement for slopes to be constructed upon the following described property, to wit:

PARCEL 2 - (File 46933)

A parcel of land lying in Sections 29 and 30, Township 17 South, Range 3 West, W.M., Lane County, Oregon; the said parcel being bounded on the Westerly side by that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded on Reel 197D, Instrument No. 74314 of Lane County Official Records; bounded on the Easterly side by that property acquired by the State of Oregon, by and through its State Highway Commission, in that certain Final Judgment dated January 21, 1963, entered as Circuit Court Case No. 60386, Lane County, Oregon and bounded on the Southerly and Northerly sides by lines which are parallel with and 15 feet Northerly and 25 feet Northerly of the center line of a bikeway which center line is described in Parcel 1.

The parcel of land to which this description applies contains 0.19 acre, more or less.

The easement for slopes is being granted in connection with the bikeway to be con-

Beginning at Engineer's center line Station 41+93.32, said station being 504.76 feet North and 1367.48 feet West of the Northeast corner of County Survey No. 171 in said Section 29; thence South 42° 32' 25" East, 289.99 feet; thence on a 358.10 foot radius curve left (the long chord of which bears South 53° 51' 53.5" East) 141.56 feet; thence on a 716.20 foot radius curve right (the long chord of which bears South 59° 29' 11.5" East) 142.56 feet; thence South 53° 47' 01" East 428.44 feet; thence on a 636.62 foot radius curve right (the long chord of which bears South 43° 47' 25.5" East) 222.07 feet to Engineer's center line Station 54+17.94.

Bearings are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 1.05 acres, more or less.

Zellners also hereby convey to State an easement for slopes to be constructed upon the following described property, to wit:

PARCEL 2 - (File 46933)

A parcel of land lying in Sections 29 and 30, Township 17 South, Range 3 West, W.M., Lane County, Oregon; the said parcel being bounded on the Westerly side by that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded on Reel 197D, Instrument No. 74314 of Lane County Official Records; bounded on the Easterly side by that property acquired by the State of Oregon, by and through its State Highway Commission, in that certain Final Judgment dated January 21, 1963, entered as Circuit Court Case No. 60386, Lane County, Oregon and bounded on the Southerly and Northerly sides by lines which are parallel with and 15 feet Northerly and 25 feet Northerly of the center line of a bikeway which center line is described in Parcel 1.

The parcel of land to which this description applies contains 0.19 acre, more or less.

The easement for slopes is being granted in connection with the bikeway to be constructed over the above described 1.05 acre parcel and shall be for a period of three (3) years from the date hereof or until completion of said bikeway, whichever is earlier. It is hereby understood that nothing herein contained shall be construed as imposing any obligation on State to maintain said slopes and that State shall never be required to remove the dirt or other materials used in the construction thereof.

State, in consideration of the conveyance of property, and grant of easement herein made, which is of equal or greater value than the hereinafter described property, does hereby convey to Zellners the following described property, to wit:

PARCEL 3 - (Files 33375 and 33423)

A parcel of land lying in Sections 29 and 30, Township 17 South, Range 3 West, W.M., Lane County, Oregon and being a portion of that property described in those deeds to the State of Oregon, by and through its State Highway Commission, recorded on Reel 187-D, Instrument No. 57906 and on Reel 197-D, Instrument No. 74314 of Lane County Official Records; the said parcel being described as follows:

Beginning at the Southeast corner of said State of Oregon property described in said deed, recorded on Reel 187-D, Instrument No. 57906, said point being 220 feet Southerly of (when measured at right angles to) the center line of the relocated Eugene - Springfield Highway, which center line is described in said State of Oregon deeds, said point also being the most Northerly corner of that property described in that deed to George L. and Emily K. Zellner, recorded on Reel 283-D, Instrument No. 39206 of Lane County Official Records; thence Northwesterly along the Northwesterly extension of the Northeasterly line of said Zellner property to a line which is parallel with and 20 feet Northerly of the Southerly line of said State of Oregon property, recorded on Reel 187-D, Instrument No. 57906; thence Westerly parallel with said Southerly line and Southerly line extended to a line parallel with and 70 feet Westerly of a line at right angles to said highway center line at Engineer's Station 28+22.71; thence Southerly along said last mentioned parallel line to a line parallel with and 15 feet Northerly of the center line of a bikeway; thence Easterly along said last mentioned parallel line to a line at right angles to the center line of the relocated Eugene - Springfield Highway at Engineer's Station 28+22.71; thence Northerly at right angles to said highway center line to the Southerly line of said State of Oregon property described in said deed, recorded on Reel 197-D, Instrument No. 74314; thence Easterly along the Southerly line of said State of Oregon property described on Reel 197-D, Instrument No. 74314 and on Reel 187-D, Instrument No. 57906 to the point of beginning.

The center line of the bikeway referred to herein is described as follows:

Beginning at Engineer's center line Station 41+93.32, said station being 504.76 feet North and 1367.43 feet West of the Northeast corner of County Survey No. 171 in said Section 29; thence South 42° 32' 25" East, 230.99 feet; thence on a 358.10 foot radius curve left (the long chord of which bears South 53° 51' 53.5" East) 141.56 feet; thence on a 716.20 foot radius curve right (the long chord of which bears South 59° 29' 11.5" East) 142.56 feet; thence South 53° 47' 01" East, 428.44 feet; thence on a 636.62 foot radius curve right (the long chord of which bears South 43° 47' 25.5" East) 222.47 feet to Engineer's center line Station 54+17.94.

Bearings are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 0.44 acre, more or less.

Reserving unto State all rights of access to, from and between the adjoining highway right of way and the above described 0.44 acre parcel.

Zellners do hereby covenant to and with State that they are the legal owners of

74314 of Lane County [illegible]; the said parcel [illegible]
follows:

Beginning at the Southeast corner of said State of Oregon property described in said deed, recorded on Reel 187-D, Instrument No. 57906, said point being 220 feet Southerly of (when measured at right angles to) the center line of the relocated Eugene - Springfield Highway, which center line is described in said State of Oregon deeds, said point also being the most Northerly corner of that property described in that deed to George L. and Emily E. Zellner, recorded on Reel 283-D, Instrument No. 39206 of Lane County Official Records; thence Northwesterly along the Northwesterly extension of the Northeasterly line of said Zellner property to a line which is parallel with and 20 feet Northerly of the Southerly line of said State of Oregon property, recorded on Reel 187-D, Instrument No. 57906; thence Westerly parallel with said Southerly line and Southerly line extended to a line parallel with and 70 feet Westerly of a line at right angles to said highway center line at Engineer's Station 28+22.71; thence Southerly along said last mentioned parallel line to a line parallel with and 15 feet Northerly of the center line of a bikeway; thence Easterly along said last mentioned parallel line to a line at right angles to the center line of the relocated Eugene - Springfield Highway at Engineer's Station 28+22.71; thence Northerly at right angles to said highway center line to the Southerly line of said State of Oregon property described in said deed, recorded on Reel 197-D, Instrument No. 74314; thence Easterly along the Southerly line of said State of Oregon property described on Reel 197-D, Instrument No. 74314 and on Reel 187-D, Instrument No. 57906 to the point of beginning.

The center line of the bikeway referred to herein is described as follows:

Beginning at Engineer's center line Station 41+93.3[illegible], said station being 504.76 feet North and 1367.43 feet West of the Northeast corner of County Survey No. 171 in said Section 29; thence South 42° 32' 2[illegible]" East, 289.99 feet; thence on a 358.10 foot radius curve left (the long chord of which bears South 53° 51' 53.5" East) 141.[illegible] feet; thence on a 716.20 foot radius curve right (the long chord of which bears South 50° [illegible]' 11.5" East) 142.5[illegible] feet; thence South 53° 47' 01" East, 428.44 feet; thence on a 636.62 foot radius curve right (the long chord of which bears South 43° 47' 25.5" East) 222.07 feet to Engineer's center line Station 54+17.94.

Bearings are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 0.44 acre, more or less.

Reserving unto State all rights of access to, from and between the adjoining highway right of way and the above described 0.44 acre parcel.

Zellners do hereby covenant to and with State that they are the legal owners of the property herein conveyed to State and of the property over which the easement has herein been granted and will warrant and defend the property herein conveyed to State and the easement herein granted against all lawful claims whatsoever, except easements of record.

The real property herein conveyed to Zellner is no longer needed or required by State for state highway, scenic or park purposes.

Dated this 21 day of August, 1973.

George L. Zellner

Emily K. Zellner
Emily K. Zellner

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION, Highway Division

By Glenn L. Jackson
Chairman, Oregon Transportation Commission

By
Vice, Chairman

By Robert Mitchell
Secretary

By
Member

By
Member

APPROVED:

~~Deputy~~ State Highway Engineer

APPROVED AS TO FORM:
Walt Barrie
Counsel

STATE OF OREGON, County of

August 21, 1973. Personally appeared the above named George L. Zellner and Emily K. Zellner, who acknowledged the foregoing instrument to be their voluntary act.

Before me:

Notary Public for Oregon

My Commission expires Feb. 19, 1977

STATE OF OREGON, County of

On this 19th day of September, 1973, before me personally appeared Glenn L. Jackson, Chairman of the Oregon Transportation Commission, ~~Carl O. Fisher, Vice-Chairman of the Oregon Transportation Commission,~~ Robert L. Mitchell, Secretary of the Oregon Transportation Commission, Robert E. Veatch and Anthony Yturri, Members of the Oregon Transportation Commission, who each being duly sworn, stated that this instrument was voluntarily signed and sealed on behalf of the State of Oregon by said Commission.

By ______________________
Member

By Robert E. Veatch
Member

STATE OF OREGON, County of [illegible]

August 21, 1973. Personally appeared the above named George L. Zellner and Emily K. Zellner, who acknowledged the foregoing instrument to be their voluntary act.

Before me:

____
Notary Public for Oregon

My Commission expires Feb. 19, 1977

STATE OF OREGON, County of Marion

On this 19th day of September, 1973, before me personally appeared Glenn L. Jackson, Chairman of the Oregon Transportation Commission, ~~Carl O. Fisher, Vice-Chairman of the Oregon Transportation Commission~~, Robert L. Mitchell, Secretary of the Oregon Transportation Commission, Robert E. Veatch and Anthony Yturri, Members of the Oregon Transportation Commission, who each being duly sworn, stated that this instrument was voluntarily signed and sealed on behalf of the State of Oregon by said Commission.

____
Notary Public for Oregon

My Commission expires March 1/77

ba/

#7933

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

November 2, 1976

File No. 46933
Delta Highway-Coburg Road (Eugene)
Section
Willamette Bikeway
Lane County

Mr. Lou Freeman
Attig & Associates
1190 W. Seventh Avenue
Eugene, Oregon 97402

Dear Lou:

Enclosed is a copy of Riverside Thunderbird Corp's development plans which were submitted to us by Nelson/Walla/Dole & Company PS in 1973.

These are the plans which the Federal Highway Administration approved in connection with the bikeway which was constructed by the State. As I indicated to you by telephone, it will be necessary for the State to enter into a new agreement with the Zellners wherein the Zellners will agree to develop their property in accordance with the plans already approved. We are in the process of drafting the new agreement and hope to be in contact with the Zellners in the very near future.

Also enclosed is a copy of our right-of-way map on which there is colored the property involved in the exchange between the Zellners and the State. Don't hesitate to call me if you feel we can be of further assistance to you in connection with the presentation which you will be making at the next meeting of the City of Eugene Planning Commission.

Very truly yours

J. B. BOYD
Right of Way Engineer

RECEIVED
STATE HWY ENGR
NOV 2 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

JBB-AJV:bb
Encls.

cc: Mr. Scott Coulter
Mr. R. L. Schroeder
Mr. Alfred Shirley
Mr. Walt Barrie
Mr. Virgil Wilson

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7933

October 11, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 7933 awarded to [illegible] Paving, Inc., for work on a bikeway on the Delta Highway-Coburg Road Section in Lane County was completed on June 14, 1974, and accepted by the Administrator and State Highway Engineer on October 4, 1974.

Final payment in the amount of $6,422.02 will be released to the contractor after October 16, 1974. The total contract amount is $108,808.32 including $327.28 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
CONSTRUCTION ENGINEER

csr

cc [illegible] Paving, Inc.
P. O. Box 256
Eugene, OR 97401

bc C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE October 4, 1974

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7933, Work Completed June 14, 1974

Project Delta Hwy.-Coburg Rd. (Eugene)

Highway Willamette Bikeway, County Lane

Type of Work Grading and Paving

Contractor Benge Paving, Inc.

Recommended Acceptance Date October 4, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

YG:pr

793 =

REPORT NO. 44

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: DELTA HIGHWAY - COBURG RD. (EUGENE)	WEEK ENDING: JULY 20, 1974
		SECTION PREFIX: 820-1151
	HIGHWAY: WILLAMETTE BIKEWAY	COUNTY: LANE
NAME OF JOB: DELTA HWY.- COBURG RD. (EUGENE)	KIND OF WORK: GRADING & PAVING	
CONTRACTOR: BENGE PAVING, INC.	CONTRACT NUMBER: 7933	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: AUGUST 29, 1973	DATE WORK STARTED: SEPTEMBER 17, 1973	ESTIMATED COMPLETION DATE: JUNE 14, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 100
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100.0%
PROJECT AUTHORIZATION: $ 122048.48		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
EXCLUSIVE OF ENGINEERING: $ 112370.63	ENGINEERING AUTHORIZATION: $ 9677.85	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.6%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 111957.00	ENGINEERING COST TO DATE: $ 13421.70	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.4 %	PERCENT OF AUTHORIZATION: 138.7 %	June 14, 1974

Semi-Final Estimate Was Submitted on July 16, 1974.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.19	1.19			1.19
MILES PARTIALLY COMPLETED	0.00	0.00			0.00
MILES COMPLETED	1.19	1.19			1.19
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14400 CY	1330 CY			1800 TONS
TOTAL QUANTITIES CORRECTED TO DATE	11258 CY	1402 CY			1074 TONS
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11258 CY	1402 CY			1074 TONS
AVERAGE DAILY QUANTITIES	0 CY	0 CY			0 TONS
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 CY			0 TONS
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	PARTLY CLOUDY			
TUESDAY	MOSTLY CLOUDY			
WEDNESDAY	MOSTLY CLOUDY			
THURSDAY	OVERCAST			
FRIDAY	OVERCAST			
SATURDAY				

RECEIVED
JUL 22 1974
CONSTRUCTION SECTION
Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Glenn
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Delta Highway-Coburg Road. (Eugene). July 14, 1974 to July 20, 1974.
MONDAY	One man in office working on Semi-Final.
TUESDAY	Semi-Final submitted today.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection was held Thursday, June 20, 1974.

Semi-Final submitted July 16, 1974.

THIS IS THE LAST REPORT.

SIGNED Ellis H Jones LOCATION Eugene
Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

#7933

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 27, 1974

FILE:

FROM:

SUBJECT: Delta Highway - Coburg Road
(Eugene Bikeway)
Lane County

TO: MEMO TO FILES

On June 20th, I participated in a final inspection tour of the subject bikeway project with the following personnel:

Mr. O. B. Jackmond	- OSHD
Mr. J. X. Wilson	- OSHD
Mr. Ellis Jones	- OSHD
Mr. Stan Benge	- Contractor
Mr. Vic Martin	- Lane County Parks
Mr. Angermayer	- Lane County
Mr. Jeppsen	- Lane County

NOTED
E. S. HUNTER

I feel the overall construction of the bikeway is excellent. Paving of the ten-foot wide facility is superior, and the riprapping along the river looked excellent. The use of the two-pipe handrail (made out of cyclone fence members) in lieu of the cyclone fence was a desirable installation at a cost comparable to the cyclone fencing originally shown on the plans. Mr. Jones indicated that the public reaction towards the handrail has been favorable.

The only complaint I have of the facility was the earth backfill along the edge of the bikeway. The backfill is loose and will put a cyclist, who veers off the bikeway, out of control. Mr. Jones felt a better solution would be the placement of grass sod along each side of the bikeway two-feet wide. He estimated this would cost approximately one dollar per lineal foot of bikeway length. I feel this solution would have a great deal of merit.

This bikeway fits very well into the natural terrain along the river and a project which the Highway Division can take pride in. Any criticism of the facility I would feel would not be warranted.

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

RECEIVED
JUL 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JDM:ko

cc E. S. Hunter ✓
J. H. Versteeg
C. T. Keasey
O.B. Jackmond
J. X. Wilson
Ellis Jones

7933

8

Salem, Oregon

June 21, 1974

C. T. Keasey, Construction Engineer

Vince Gallagher, Contract Payments

Request Contract Acceptance

Contract 7933 , Work Completed June 21, 1974

Project Delta Hwy-Coburg Rd. (Eugene)

Highway Willamette Bikeway

Count(y) Lane

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date ____________________

Conditions not acceptable:

Construction Engineer

VG:dc
cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

- 7933

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 11, 1974

Mr. Paul R. Beistel, Superintendent
Parks and Open Space Division
Lane County
135 East 6th Avenue
Eugene, OR 97401

NOTED
E. S. HUNTER

Dear Mr. Beistel:

Thank you for your June 10 letter confirming our discussion on signing the Delta Highway to Coburg Road bikeway in Eugene.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

JDM:jp
cc E.S. Hunter
L.E. George
A. Shirley, Jr.
Ellis Jones

RECEIVED
JUN 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

lane county

June 10, 1974

James D. McClure
Bicycle Route Engineer
Highway Division
212 Highway Building
Salem, Oregon 97310

Dear Jim,

Lane County will assume responsibility for installing and maintaining the necessary bike route signing for the new construction between the Coburg Road bridge and the Valley River Center.

Yours truly,

Paul R. Beistel

Paul R. Beistel, Superintendent
Parks and Open Space Division

PRB:sr
cc: Nielsen

RECEIVED
JUN 11 1974
[illegible]

PARKS & OPEN SPACE DIVISION / ENVIRONMENTAL MANAGEMENT DEPARTMENT / 135 EAST 6TH AVE. / EUGENE, OR 97401 / (503) 687-4231

7755

9

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 29, 1974

Mr. Al Driver
Director of Public Works
Lane County Courthouse
Eugene, OR 97401

NOTED
E. S. HUNTER

Re: Delta Highway-Coburg Road (Eugene)
Willamette Bikeway, Lane County

Dear Mr. Driver:

With reference to our recent telephone conversation concerning the 42-inch chain link fence along the subject bikeway, Ellis Jones, resident engineer for the project, has been instructed to proceed with the installation as agreed. We are obligated to purchase the vinyl-clad fencing from the contractor. We feel that from a safety standpoint a fence or protective rail of some type is necessary along the river.

Based upon correspondence with Jim Saul, City Planner, in August of 1973, we changed the galvanized fencing to the green vinyl-clad fencing with the hope that this would give a more esthetic appearance by blending with the surrounding area along the river. This fencing is a relatively new concept and through this installation we will be able to determine whether or not it will serve the purpose.

As we discussed, if an extensive amount of pressure and criticism evolves after installation of the fence, we will work with the County toward a more desirable solution.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

JDM:jp

cc E.S. Hunter
Ellis Jones
Bud Shirley
Don Allen, Eugene
Ernest Drapella
Ruth Bascom

RECEIVED
MAY 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7933

8

FORM 5-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1974

SUBJECT: Chain Link Fencing
Delta Hwy-Coburg Road (Eugene) Section
Willamette Bikeway, Lane County

To:

MEMO TO FILES

NOTED
E. S. HUNTER

Final paving of the subject bikeway has caused an extensive amount of concern and criticism in the Eugene area stemming from our installation of posts for chain link fencing along the subject bikeway. The principal concern is the adverse esthetic effect that may be created by installing a chain link fence along the river bank. The opinion of the people I have talked with indicate that a wooden handrail would be more esthetically pleasing and desirable

I contacted Bud Shirley to determine the status of the fencing and for possible suggestions to overcome the criticism. The current plan for fencing is as follows:

1. Install 3,300 feet of 42-inch chain link fence with vinyl-clad mesh at $4.33 per foot.
2. Install 380 feet of 42-inch two-tube handrail painted green at $6.53 per foot.
3. Replace the existing access control line fencing, which was removed in part by the contractor, with the original Type 2 fence without barbed wire.

Ellis Jones, resident engineer for the project, suggested the possibility of installing the vinyl-clad chain link fence on the access control line in lieu of replacing the original Type 2; then extending the 42-inch two-tube handrail in place of the bikeway fence for 3,300 feet along the river bank. The additional cost for this approach is estimated at $21,000, assuming that the contractor would install the fence along the access control line at the same price.

RECEIVED
MAY 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I contacted Al Driver, Director of Public Works for Lane County, to discuss the problems involved with installing another type of fence or handrail at this time. Mr. Driver is fully aware of the criticism that has been voiced. The Alton Baker Park Advisory Board, of which Commissioner Nancy Haywood is a member, is a group formally denouncing the fence.

I suggested to Mr. Driver that we go ahead and install the fence as planned, and if an extensive amount of pressure and criticism evolved we would work with the County toward a more desirable solution. I also indicated that if the County would consider paying the additional $2.20 per lineal foot for extending the pipe handrail, we would consider this alternate. Mr. Driver was in favor of trying the vinyl-clad fencing as planned and if criticism continued we would look into an alternate solution.

James D. McClure
Bicycle Route Engineer

JDM:jp

cc E.S. Hunter
Bud Shirley
Ellis Jones

1927

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 18, 1974

Mr. C. H. Strong
Eugene Water & Electric Board
P. O. Box 10148
Eugene, OR 97401

Electric Facility Relocation
Delta Hwy.-Coburg Rd. Section
Willamette Bikeway
Lane County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 13, 1974 have been approved by the State. You are hereby authorized to proceed with the work as of March 18, 1974.

Please contact Mr. Ellis Jones, Resident Bridge Engineer, 2193 East 15th St., Eugene, OR 97403, phone 686-7608, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to March 18, 1974, will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk

bc: R. L. Schroeder
John A. Bond/with SFO
V. L. Gallagher/ with Att.
V. E. Skoog/with Att.
Alfred Shirley, Jr./with Att.
Ellis Jones/with Att.
Wm. Anhorn/with Att.
Gary Kennen/with Att.

NOTED
R. L. SCHROEDER

RECEIVED
MAR 19 1974
Office of
Assistant State Highway Engineer

7933

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 25, 1974

In reply refer to: 10-41.6/417

SUBJECT: Relinquishment of Right of Way
File 46933 (Files 33375 & 33423)

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The additional appraisal information submitted with Right of Way Engineer Boyd's letter of December 20, 1973, provides satisfactory answers to our request of November 6, 1973 This case concerns the relinquishment of 0.44 acres (Files 33375 & 33423) to the adjoining property owner. In exchange, the State is to be deeded 1.05 acres (File 46933) for use as part of the Willamette Bikeway which basically parallels I-105. As indicated in Right of Way Engineer Boyd's letter of August 28, 1973, both the OSHD and FHWA must be satisfied with the final plans which must meet the requirements of Par. 3g of PPM 80-6.1.

Until the plans are submitted we are unable to approve the right of way relinquishment. However, we do concur with the principle of no reimbursement to Federal funds for the relinquishment of the 0.44 acres in the event that the plans are acceptable and the basis for the land exchange does not vary from that previously submitted to this office.

Vernon V. Cusack

RECEIVED
STATE HWY ENGR
JAN 30 '74
REFER TO
Orig - R/W
FOR
Info | File

cy all
Young

1933 1-8-74 5

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

2 January 19 74

A PERMIT TO place approx. 2,000 c.y. of fill material, riprap, base material and asphalt in various places bet. the Ferry St. Bridge and a point approx. 1,650 ft. d/s of the Jefferson St. Bridge for the construction of the Delta Highway-Coburg Road Section of the Willamette Bikeway,

~~AT~~ BET river mile 179.5 and 182.3, at Eugene, Oregon,

HAS BEEN ISSUED TO Oregon State Highway Division **ON** 2 January 19 74
Highway Building
ADDRESS OF PERMITTEE Salem, OR 97310

PERMIT NUMBER 000699(Willamette R.-Misc.) A J Heineman
For the District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-898

1-8-74
Copy to Keasey

NOTED
E. B. HUNTER

Permittee:

In an effort to conserve energy during the winter months, October through March, the Portland District, Corps of Engineers, is urging each permittee to take a critical look at his proposed work to see if some form of energy can be conserved.

Possibly some, or all, of the permitted work can be delayed until warmer weather - perhaps alternate methods of construction can be used which will require less energy consumption.

Any reasonable steps that you can take to conserve energy during this critical period will be appreciated.

Sincerely,

CLARENCE D. GILKEY
Colonel, Corps of Engineers
District Engineer

RECEIVED
JAN 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NPPND-MI-P

DEPARTMENT OF THE ARMY

PERMIT

Oregon State Highway Division
Highway Building
Salem, OR 97310

No. 071-OYA-1-000699
(Willamette R.-Misc.)
Iss. Date 2 Jan 74
Exp. Date 31 Dec 77

Referring to written request dated 1 May 1972, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899 (33 U.S.C. § 403,) entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes, and under the provisions of Section 404 of the Federal Water Pollution Control Act as amended in 1972," you are hereby authorized by the Secretary of the Army,

to place approximately 2,000 cubic yards of fill material, riprap, base material and asphalt in various places between the Ferry Street Bridge and a point approximately 1,650 feet downstream of the Jefferson Street Bridge for the construction of the Delta Highway-Coburg Road Section of the Willamette Bikeway,

in Willamette River between river mile 179.5 and 182.3,

at Eugene, Oregon,

in accordance with the plans and drawings attached hereto marked:
"000699(Willamette R.-Misc.),"

subject to the following conditions:

(a) That this instrument does not convey any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State or local laws or regulations, nor does it obviate the necessity of obtaining State or local assent required by law for the structure or work authorized.

(b) That the structure or work authorized herein shall be in accordance with the plans and drawings attached hereto and construction shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the District in which the work is to be performed.

(c) That the District Engineer may at any time make such inspections as he may deem necessary to assure that the construction or work is performed in accordance with the conditions of this permit and all expenses thereof shall be borne by the permittee.

(d) That the permittee shall comply promptly with any lawful regulations, conditions, or instructions affecting the structure or work authorized herein if and when issued by the Environmental Protection Agency, and/or the State water pollution control agency having jurisdiction to abate or prevent water pollution, including thermal or radiation pollution. Such regulations, conditions or instructions in effect or hereafter prescribed by the Environmental Protection Agency and/or the State Agency are hereby made a condition of this permit.

(e) That the permittee will maintain the work authorized herein in good condition in accordance with the approved plans.

(f) That this permit may, prior to the completion of the structure or work authorized herein, be suspended by authority of the Secretary of the Army if it is determined that suspension is in the public interest. *

(g) That this permit may at any time be modified by authority of the Secretary of the Army if it is determined that, under existing circumstances, modification is in the public interest. * The permittee, upon receipt of a notice of modification, shall comply therewith as directed by the Secretary of the Army or his authorized representative.

(h) That this permit may be revoked by authority of the Secretary of the Army if the permittee fails to comply with any of its provisions or if the Secretary determines that, under the existing circumstances, such action is required in the public interest. *

(i) That any modification, suspension or revocation of this permit shall not be the basis for a claim for damages against the United States.

(j) That the United States shall in no way be liable for any damage to any structure or work authorized herein which may be caused by or result from future operations undertaken by the Government in the public interest.

(k) That no attempt shall be made by the permittee to forbid the full and free use by the public of all navigable waters at or adjacent to the structure or work authorized by this permit.

(l) That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard, shall be installed and maintained by and at the expense of the permittee.

(m) That the permittee shall notify the District Engineer at what time the construction or work will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of its completion.

(n) That if work on the structure or other activity herein authorized is not commenced on or before the 31 day of December 1975, and completed on or before the 31 day of December 1977, this permit, if not previously revoked or specifically extended, shall cease and be null and void. If the work authorized in this permit consists of maintenance dredging or commercial gravel removal, application for revalidation must be made a minimum of six (6) months in advance of the completion expiration date noted above.

(o) That the legal requirements of all Federal agencies be met.

(p) That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require action by the Congress or other agencies of the Federal Government.

(q) That all the provisions of this permit shall be binding on any assignee or successor in the interest of the permittee.

(r) That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Registrar of Deeds or other appropriate official charged with the resposibility for maintaining records of title to and interests in real property.

(s) That the permittee agree to make every reasonable effort to prosecute the construction or work authorized herein in a manner so as to minimize any adverse impact of the construction or work on fish, wildlife and natural environmental values.

(t) That the permittee agrees that they/he will prosecute the construction of work authorized herein in a manner so as to minimize any degradation of water quality.

(u) All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

(v) Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water, except asphalt.

(w) Slope of the riprap, bank, or excavation, etc., will be no steeper than two foot horizontal to one foot vertical.

(x) Only clean, durable riprap will be used.

(y) Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

It is understood by the permittee that work performed under this permit is further subject to such enforcement as may be instituted by the State of Oregon or its agencies under provisions of Division of State Lands Fill Permit No. 0883.

*A judgment as to whether or not suspension, modification or revocation is in the public interest involves a consideration of the impact that any such action or the absence of any such action may have on factors affecting the public interest. Such factors include, but are not limited to, navigation, fish and wildlife, water quality, economics, conservation, aesthetics, recreation, water supply, flood damage prevention, eco systems, and, in general, the needs and welfare of the people.

By Authority of the Secretary of the Army:

2 January 1974
Date

CLARENCE D. GILKEY
Colonel, Corps of Engineers
District Engineer

By

A. J. Heineman
A. J. HEINEMAN
Chief, Navigation Division

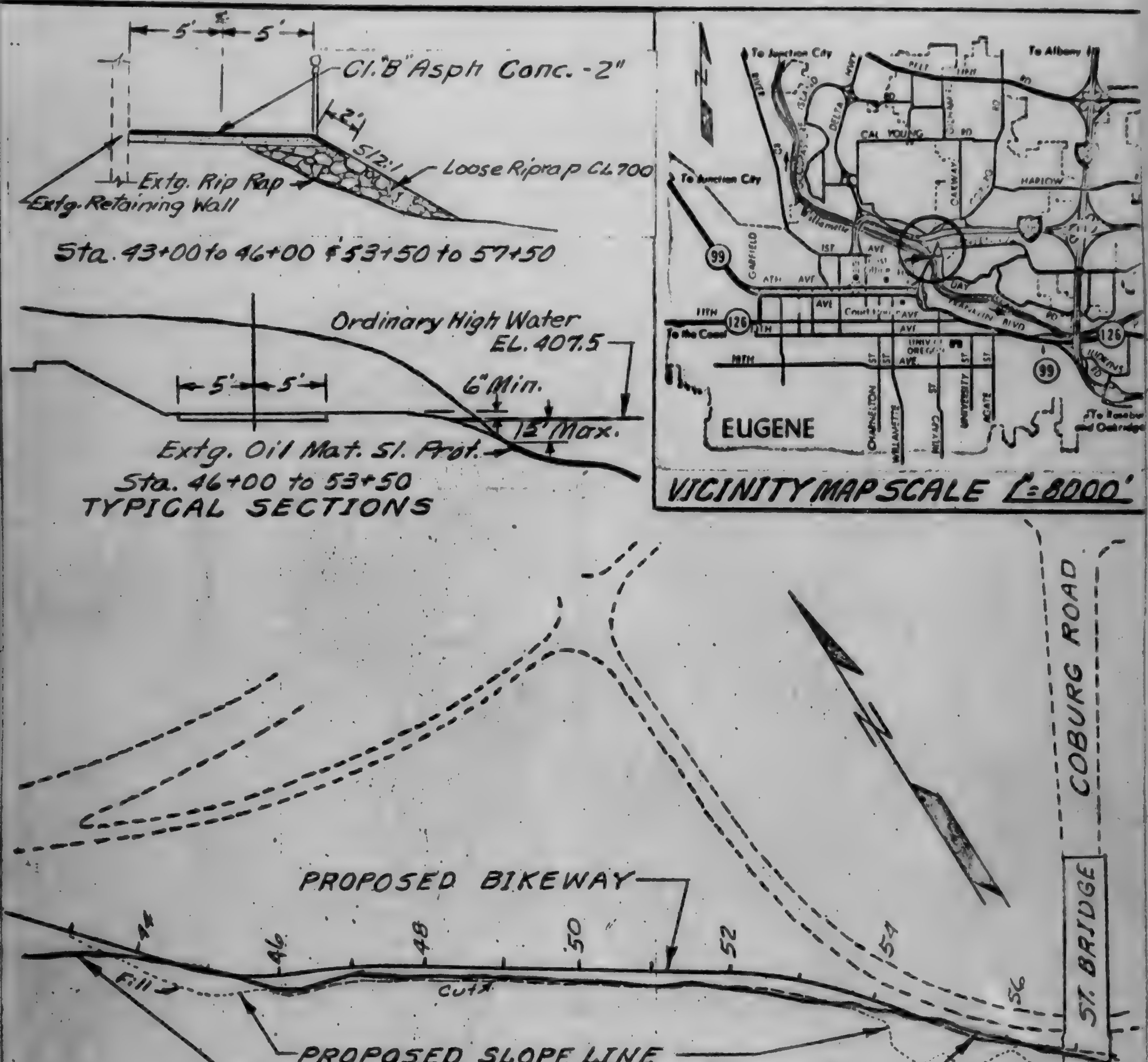
Permittee hereby accepts the terms and conditions of this permit:

Oregon State Highway Division
Highway Building
Salem, OR 97310

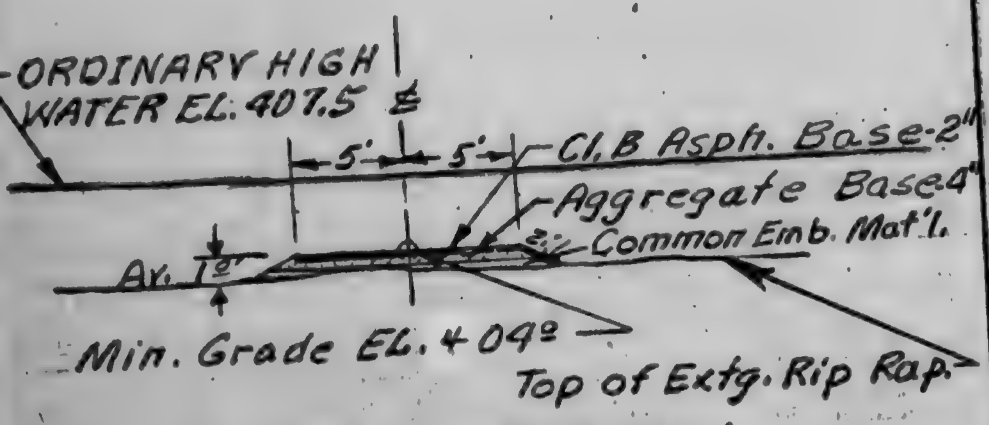
12-17-73 x
Date

x
Permittee

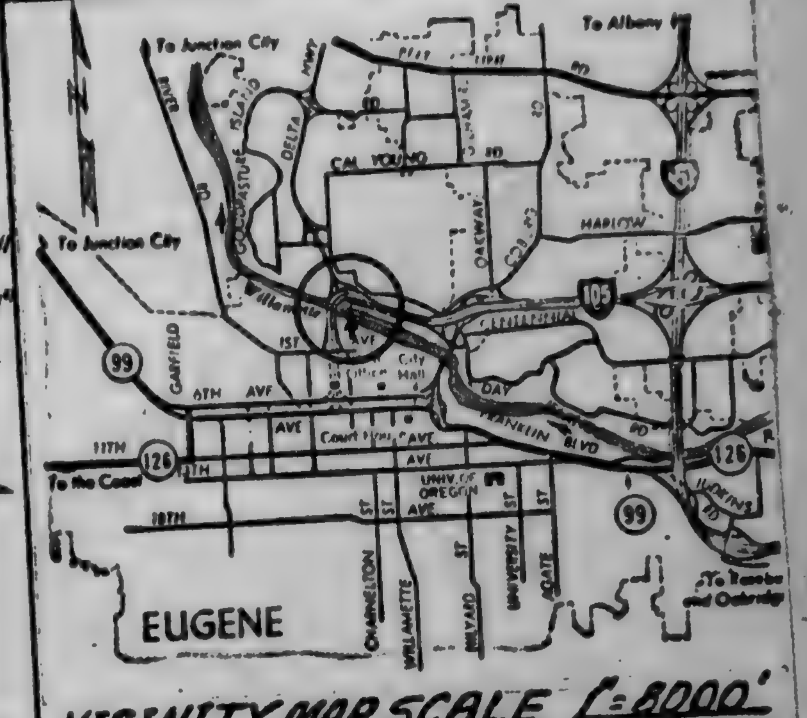
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946 PORTLAND, OREGON 97208


5'
5'
Cl."B" Asph Conc. - 2"
2'
5/2:1
Loose Riprap CL.700
Extg. Rip Rap
Extg. Retaining Wall
Sta. 43+00 to 46+00 & 53+50 to 57+50
Ordinary High Water
EL. 407.5
5'
5'
6" Min.
12' Max.
Extg. Oil Mat. Sl. Prot.
Sta. 46+00 to 53+50
TYPICAL SECTIONS
To Junction City
To Albany
To Junction City
CAL YOUNG
HARLOW
99
126
Willamette
1ST AVE
GARFIELD
11TH
To the Coast
EUGENE
126
99
To Roseburg and Oakridge
VICINITY MAP SCALE 1"=8000'
N
COBURG ROAD
FERRY ST. BRIDGE
PROPOSED BIKEWAY
44
46
48
50
52
54
56
Fill
cut
Fill
PROPOSED SLOPE LINE
ORDINARY HIGH WATER EL. 407.5
WILLAMETTE
RIVER
flow
0
100'
200'
300'
Map Scale

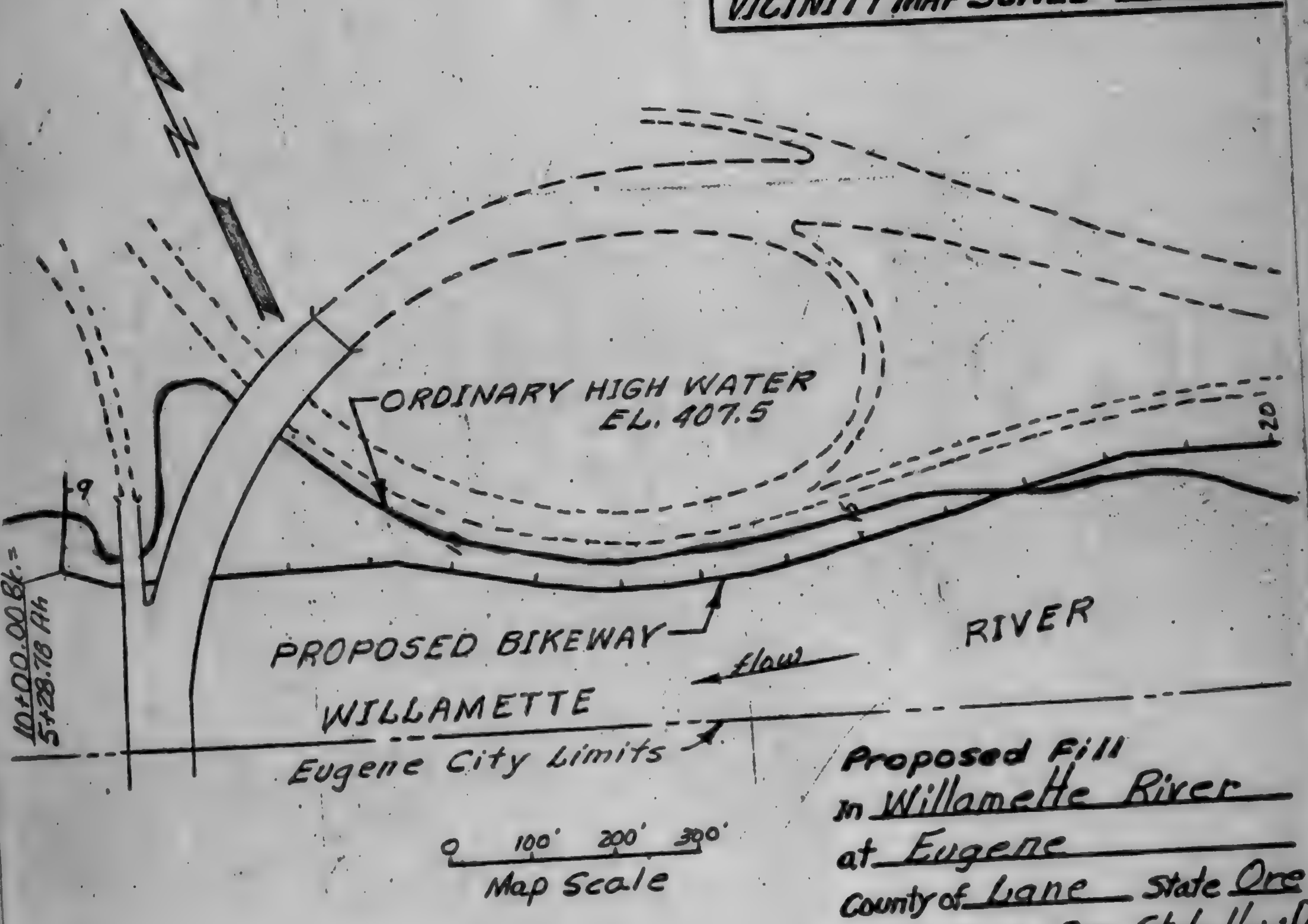
Proposed Fill
in Willamette River
at Eugene
County of Lane State Ore.
Application by Ore. State Hwy Div
May 2, 1972 Date


ORDINARY HIGH WATER EL. 407.5
℄
5'
5'
Cl. B Asph. Base-2"
Aggregate Base-4"
2:1
Common Emb. Mat'l.
Av. 1'
Min. Grade EL. 404º
Top of Extg. Rip Rap

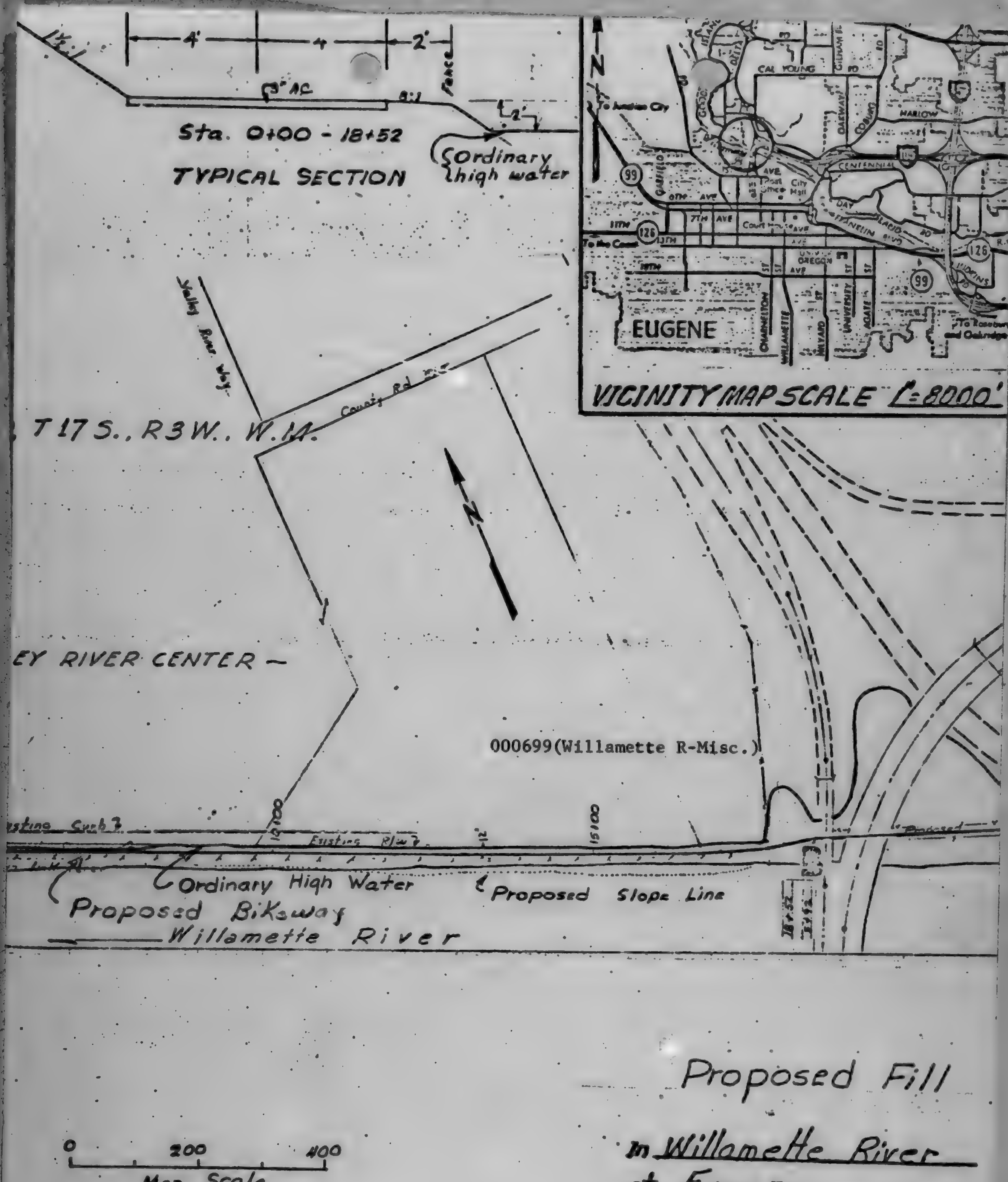
TYPICAL SECTION
Sta. 9+50 - 10+00.00 Bk. / 5+28.78 Ah. - 17+00


To Junction City
To Albany
To Junction City
CAL YOUNG
DELTA
HARLOW
105
5
99
126
99
GARFIELD
6TH AVE
11TH
To the Coast
18TH
City Hall
UNIV. OF OREGON
FRANKLIN BLVD
WILLAMETTE
CHARNELTON
HILYARD
UNIVERSITY
EUGENE

VICINITY MAP SCALE 1"=8000'


ORDINARY HIGH WATER
EL. 407.5
9
20
10+00.00 Bk. = 5+28.78 Ah.
PROPOSED BIKEWAY
RIVER
Flow
WILLAMETTE
Eugene City Limits
0 100' 200' 300'
Map Scale

Proposed Fill
In Willamette River
at Eugene
County of Lane State Ore.
Application by Ore. State Hwy Div
May 2, 1972 Date


1½:1
4'
4
2'
Fence
3" AC
2:1
2'
Sta. 0+00 - 18+52
TYPICAL SECTION
℄ Ordinary high water
N
To Junction City
CAL YOUNG
HARLOW
CENTENNIAL
99
126
105
5
7TH AVE
11TH
13TH
18TH
Court House
Post Office
City Hall
UNIV. OF OREGON
CHARNELTON ST
WILLAMETTE ST
HILYARD ST
UNIVERSITY ST
AGATE ST
FRANKLIN BLVD
GLENWOOD
To Roseburg and Oakridge
To the Coast
EUGENE
VICINITY MAP SCALE 1"=8000'
Valley River Way
County Rd
T 17 S., R 3 W., W.M.
N
EY RIVER CENTER —
000699(Willamette R-Misc.)
Existing Curb
Existing R/W
12+00
15+00
Proposed
℄ Ordinary High Water
℄ Proposed Slope Line
Proposed Bikeway
Willamette River
18+52
0
200
400
Map Scale

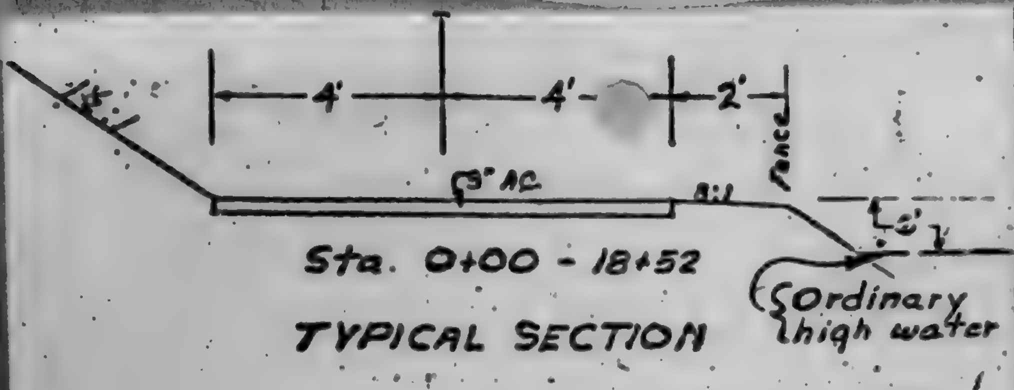
Proposed Fill

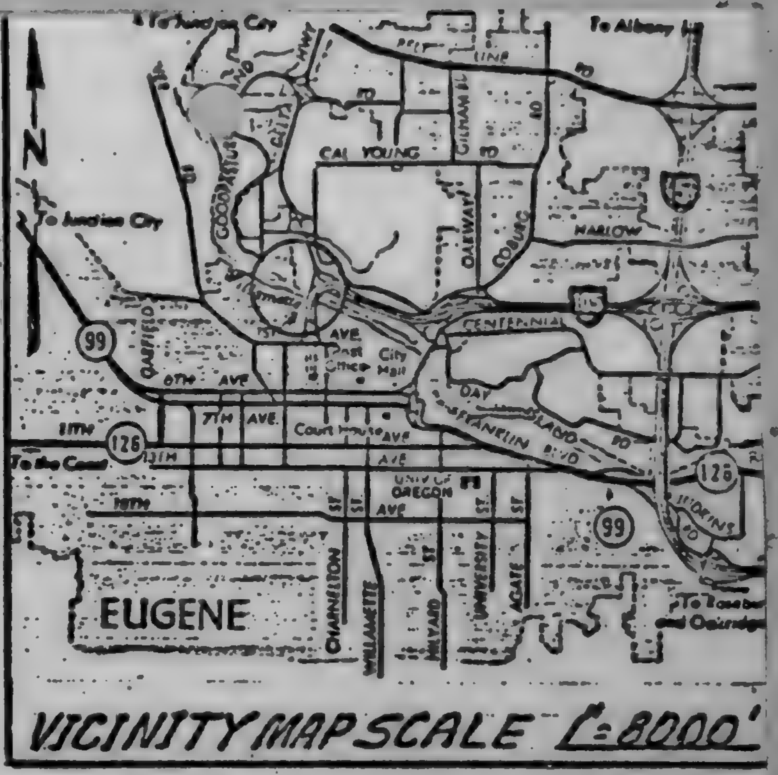
In Willamette River

at Eugene

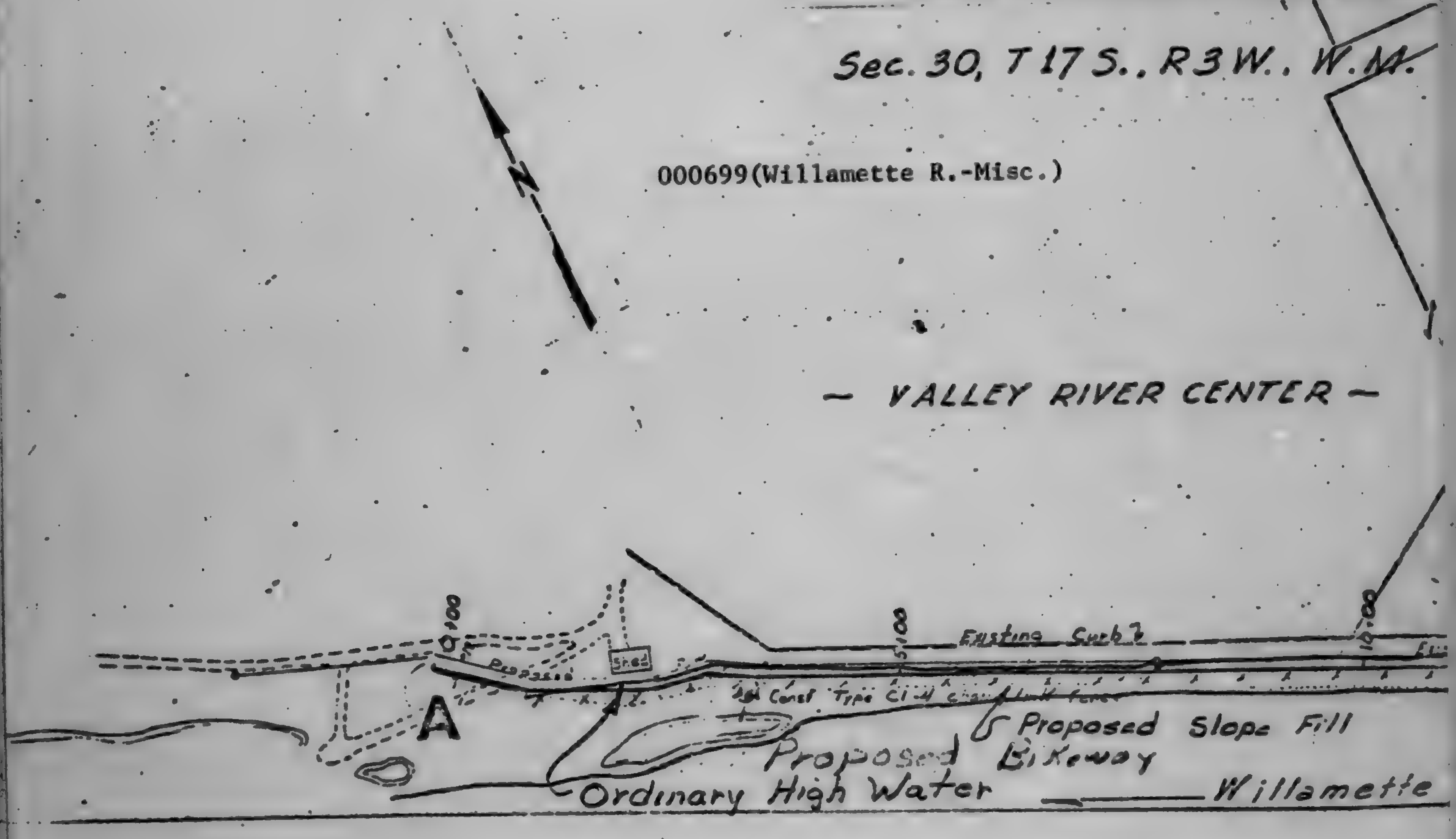
County of Lane State Ore.

Application by Ore. State Hwy. Di


4'
4'
2'
3" AC
Fill
Fence
2'
Sta. 0+00 - 18+52
TYPICAL SECTION
Ordinary high water


N
To Junction City
To Albany
CAL YOUNG
HARLOW
CENTENNIAL
99
126
7TH AVE
11TH
13TH
Court House
City Hall
Post Office
UNIV OF OREGON
FRANKLIN BLVD
To the Coast
To Roseburg
EUGENE
VICINITY MAP SCALE 1"=8000'

000699(Willamette R.-Misc.)


Sec. 30, T 17 S., R 3 W., W.M.
N
— VALLEY RIVER CENTER —
0+00
5+00
10+00
Existing Curb
Shed
Proposed
Const Type C1-H Chain Link Fence
A
Proposed Slope Fill
Proposed Bikeway
Ordinary High Water
Willamette

Proposed Fill

In Willamette River
at Eugene
County of Lane State Ore.
Application by Ore. State Hwy. Div

0 200 400.
Map Scale

5

#7933

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 20, 1973

Glen L. Green, Division Engineer
Federal Highway Administration

J. B. Boyd
Right of Way Engineer

Relinquishment of Rights of Way
33375 and 33423-Zellner
Willamette Bikeway
Delta Highway-Coburg Road Section
Re: FHWA 10-35.6/417

NOTED
A. E. JOHNSON

Transmitted herewith is a letter from Neil Flanagan answering questions posed in your letter of November 6, 1973, and a letter from Laurence Holt substantiating Mr. Flanagan's opinions and sketches indicating the properties as requested in your letter.

I trust this will satisfy your needs relative to the relinquishment of this property.

JBB:CM
cc F. B. Klaboe
A. E. Johnson
L. H. Young
W. H. Haskin

RECEIVED
STATE HWY ENGR
DEC 20 '73
REFER TO
FOR
Info Inves R/D DIR Sign Act File

1933

December 17, 1973

Mr. F. R. Brockschink, Chief
Maintenance, Inspection and Permits Branch
Department of the Army
Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

Dear Mr. Brockschink:

Attached are two signed copies of Permit No. 071-OYA-1-000699 (Willamette River-Misc.) between River Mile 179.5 and 182.3.

When fully executed, please return one copy for our files.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

INT 7-9-2

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

October 8, 1973

Noted: Kku

District Engineer
Corps of Engineers
U. S. Army
Portland District
P. O. Box 2946
Portland, Oregon 97208

RECEIVED
OCT 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

E. S. [illegible]

Att: A. J. Heineman, Chief
Navigation Division

Ref: PN 071-OYA-1-000699(Willamette River-Miscellaneous), dated May 18, 1972

Dear Sir;

I approve the project subject to the conditions outlined in Fill Permit No. 0883 issued by the Division of State Lands.

On July 12, 1972 the Department of Environmental Quality certified there was reasonable assurance that the project, as described, would not violate applicable water quality standards.

Sincerely,

Governor

TM/ls

cc: State Water Resources Board
✓Oregon State Highway Division
Department of Environmental Quality
Division of State Lands
Oregon State Game Commission
Fish Commission of Oregon

RECEIVED
STATE HWY ENGR
OCT 22 73
REFER TO
cy - Wolfe
FOR

RECEIVED
OCT 12 1973
HIGHWAY
ADMINISTRATIVE SERVICES

COPY

10-23-73

#7733 Form FHWA 121 (Rev. 5-73)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 6, 1973

In reply refer to: 10-35.6/417

SUBJECT: Relinquishment of Right of Way - PPM 80-6.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Right of Way Engineer Boyd's letter of October 24 provided additional information concerning the relinquishment of 0.44 acres (files 33375 and 33423) to the adjoining property owner. In exchange, the State is to be deeded 1.05 acres (file 46933) for use as part of the Willamette Bikeway which basically parallels Interstate 105.

Please provide us with a copy of the right of way plans outlining the areas to be exchanged and further setting out the area to be relinquished that was purchased with Federal funds as part of the I-105 project.

Please have Mr. Holt supply additional information concerning his explanation of value in paragraph 36 of his appraisal. Among other things, he states, "These areas, however, contribute to the open space and parking requirements. Using this approach, these areas contribute the same unit value as any other portion of the property." We would like to know exactly what the open space parking requirements are for the property relative to its highest and best use.

Concerning Mr. Luth's appraisal, we request that he verify the sales used in his appraisal rather than relying upon other fee appraisers' verifications.

As soon as the above information is provided we will be able to make a final determination concerning Mr. Boyd's request that we not require reimbursement for that portion of the 0.44 acre relinquishment that was purchased with Federal participation.

G L Green
G. L. Green

RECEIVED
STATE HWY ENGR
NOV 7 '73
REFER TO J D Boyd
O+4
FOR

Info	Inves	R/D	DIR	Sign	Act	File

#7933

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1973

SUBJECT: Delta Highway-Coburg Road (Eugene)
Willamette Bikeway
Lane County

To:

MEMO TO FILES

NOTED
E. S. HUNTER

By telephone on November 1, I confirmed J.X. Wilson's request to proceed with reducing the 54-inch fencing, as shown on the subject plans, to a height of 42 inches using green, fabric-clad chain link fencing. The City of Eugene has been notified of this change.

Mr. Wilson will also proceed with developing and installing a 42-inch handrail in the area of the Valley River Inn restaurant to avoid impairing the river view.

James D. McClure
Bicycle Route Engineer

JDM:jp
cc: E.S. Hunter
J.X. Wilson
J.H. Versteeg
John Bond

RECEIVED
NOV 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#1733

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 24, 1973

G. L. Green, Division Engineer
Federal Highway Administration
Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

J. B. Boyd
Right of Way Engineer

RECEIVED
OCT 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

File 46933 - Zellner
Delta Highway-Coburg Road (Eugene) Section
Willamette Bikeway
Lane County

Attached for your information are copies of letters from Mr. Neil Flanagan, Reviewing Appraiser, and from Mr. Jack L. Sollis, Assistant Attorney General, which further clarify the State's position.

The answers in Mr. Flanagan's letter are directly related to the corresponding comments in your letter of September 13, 1973, and we trust that this will answer the questions thus posed.

RECEIVED
STATE HWY ENGR
OCT 26 '73
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

NOTED
E. S. HUNTER

MMM/bdr
Attach.

cc: F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog
M. R. Mitchell

FORM E-39

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 18, 1973

TO J. B. Boyd, Right of Way Engineer

Milner M. Mead, Appraisal Supervisor

By

FROM Neil Flanagan

SUBJECT File 46933 - Zellner
Delta Highway-Coburg Road (Eugene) Section
Willamette Bikeway
Lane County

Reference to Department of Transportation Memo 10-35.6/417

In his correspondence, Mr. G. L. Green, Division Engineer, raises several questions. The following replies would seem to satisfy the FHWA objections.

Question No. 1. We do have appraisals by Douglas Luth and Lawrence Holt covering the land area to be acquired as well as the property to be relinquished.

Question No. 2. Mr. Holt's consideration of encumbrances on the land to be acquired as bikeway are on page 2G paragraph 3 of his appraisal report, page 6, paragraph 36, where he gives his reasoning for not reducing that area under easement for less than fee ownership. Mr. Luth considers the existing easements on the subject property on page 2G under heading 19, paragraph 10, page 7, under heading 40, paragraph 1, and his value differential is given on page 7, paragraph 41, line 1.

Mr. Holt has considered that, because zoning restrictions are based upon actual land area and since the acreage under easement can serve the owner's purpose as well as if he owned complete fee title, the easements do not reduce the marketability of the property. Therefore, he says that even though a portion of the acquisition does have encumbrances in favor of EWEB and the U. S. Army Engineers, the nature of the encumbrances would not be a detriment to the probable development of this portion of the subject. Thus the areas under easement have value equal to the unencumbered portion. Mr. Luth considers the encumbrances to represent 10% of the fee value and has used a reduced unit value in his appraisal to reflect this difference. My opinion is that Mr. Holt is correct due to the zoning ordinance in effect.

Question No. 3. Please note the attached letter from Jack L. Sollis, Assistant Attorney General, indicating that the zoning body could not insist upon transfer of the desired bikeway as a pre-condition for a change in zone.

Question No. 4. It is my opinion that the appraisals for the various properties to be acquired and exchanged do in fact meet State policies and procedures as well as PPM 80-3 dated January 1, 1969, and subsequent supplements and amendments, and PPM 80-3, dated June, 1973.

These replies should answer the questions raised by the Federal Highway Administration in regard to this land transfer.

NF/bdr

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
108 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

October 17, 1973

Mr. J. B. Boyd
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

RE: Zellner, R-46933

Dear Mr. Boyd

As regards to the Federal Highway Administrations concern over the requirement of the City of Eugene to make Mr. Zellner dedicate a portion of his property to the public or to the State as a bikeway as a condition to a zone change, I have the following to offer.

In my opinion this is not within the scope of the power of the local body under their zoning ordinances.

While the City of Eugene maybe able to pressure landowners in agreeing to meet these conditions as a condition preceding to grant a zoning change, it is my opinion that if they were contested in court they would not hold up.

The exercise to the police power to zoning must in addition to being for the benefit of the general welfare, health, and safety of the public also be reasonable. It is my opinion that such a requirement if contested would not be upheld in the courts. As far as I know this particular question has never been litigated in Oregon and therefore there is not a case law to go on.

Sincerely

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General

JLS:clh

RECEIVED
OCT 18 1973

7933

5

Salem, Oregon
September 24, 1973

Files 46933, 33375 and 33423

Mr. J. B. Boyd
Right of Way Engineer

1 M-1

9/19/73

Attached for further handling is a fully executed copy of an agreement with George L. and Emily K. Zellner and Riverside Thunderbird Corporation covering use of right of way for the construction of Willamette Bikeway on Delta Highway-Coburg Road (Eugene) in Lane County.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Att.

Cec -

Judy in Right of way said that Walt Barrie refused to sign this agreement but they are going ahead anyway. That is why his signature is not on it.

Fran

7933

Salem, Oregon
September 24, 1973

Files 46933, et al

Mr. J. B. Boyd
Right of Way Engineer

1M-2

9/19/73

Attached for further handling is a fully executed copy of a Real Property Exchange from George L. and Emily K. Zellner covering Willamette Bikeway on Delta Highway-Coburg Road (Eugene) in Lane County.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

flm
Att.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 10, 1973

AGENDA
SEP 19 1973

1M-2

Oregon Transportation Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Real Property Exchange
Files 46933, 33375, and 33423
Willamette Bikeway
Delta Highway-Coburg Road (Eugene)
Lane County

A Real Property Exchange with George L. Zellner and Emily K. Zellner was approved by Chairman Jackson on August 21.

The terms of an agreement entered into with Zellners and the Riverside Thunderbird Corporation on August 21 called for the Zellners to convey to the State real property needed for the construction of a bikeway in exchange for other property.

Zellners will convey a parcel of land containing 1.05 acre to the State as well as an easement for the slopes to be constructed on a 0.19 acre parcel. The easement shall be for a period of three years or until completion of the bikeway, whichever is earlier.

In consideration of the conveyance of the property and grant of easement the State will convey to Zellners a parcel of land containing approximately 0.44 acre. The State reserves all rights of access to, from, and between the adjoining highway right-of-way and this parcel.

Confirmation of Chairman Jackson telephonic approval will be requested at the September 19 meeting.

JP:CM
cc George M. Baldwin
C. W. Head /w/ att.
F. B. Klaboe
Gary Sund

NOTED
C. W. HEAD

Ⓐ
1 COPIES TO
BE SIGNED

By Commission

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 10, 1973

AGENDA
SEP 19 1973

1M-1

Oregon Transporaation Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Aggreement
Files 46933, 33375, and 33423
Willamette Bikeway
Delta Highway-Coburg Road (Eugene)
Lane County

On August 21 Chairman Jackson approved entering into an agreement with George L. Zellner and Emily K. Zellner and Riverside Thunderbird Corporation.

The purpose of this agreement is to expedite the construction of a recreational bikeway. To accomplish this, Zellner and Riverside Thunderbird Corporation will be allowed to use a portion of existing right-of-way and in addition Highway and Zellner's will exchange property in order to allow the bikeway to be constructed.

This matter will be on the agenda of September 19 meeting. I recommend your confirmation of Chairman Jackson's telephonic approval.

JP:CM
cc George M. Baldwin
C. W. Head /w/ att.
F. B. Klaboe
Gary Sund

NOTED
HEAD

(A
1 COPIES TO
BE SIGNED

By Commission

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1933

RECEIVED
AUG 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 28, 1973

Glen L. Green
Federal Highway Administration

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

NOTED
A. E. JOHNSON

RECEIVED STATE HWY ENGR						
AUG 29 '73						
REFER TO Hunter						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

NOTED
E. S. HUNTER

Subject: Exchange of Property
George Zellner, et ux
Eugene Bikeway

File 33375-Chase and 33423-Whiteeker
1st Avenue-Coburg Road Section
Eugene-Springfield Highway
Lane County

File 46933-Zellner
Willamette Bikeway
Delta Highway-Coburg Road
Lane County

The Oregon State Highway Division has entered into an agreement with the owners of property adjacent to the Eugene bikeway. This matter has been discussed with you and other representatives of your organization.

This agreement was consummated between the Highway Division and George Zellner, et al. on August 21. We believe after discussion with your personnel that the plan which was presented to us by the architect does in effect improve the appearance and the safety in the operations of the off ramp to Country Club Road. As you will note, both the Oregon State Highway Division and the Federal Highway Administration must be satisfied with the final plan in accordance with this agreement.

The justification for this exchange at no reimbursement to the Federal Highway Administration is contained in PPM 80-6.1. Paragraph 3g states that disposal and relinquishments must be justified by the state's findings, etc.

In accordance with this paragraph we have had our design personnel verify that this property will not be required for the six laning of the Eugene-Springfield Highway nor for any forseeable modification in the off ramp to Country Club Road. For the most part there will be thirty feet remaining between the ramp and the new right-of-way line after the property exchange is made.

Under paragraph 3h if relinquishment is to a Federal, State, or local government agency for highway purposes, there need not be a charge to said agency nor in such event any credit to Federal funds, etc.

Construction of the bikeway is in the overall concept of transportation planning at the present time. The exchange is merely incidental to the construction of the entire bikeway. The major length of this bikeway traverses highway right-of-way participated in by the Federal Highway Administration and excess parcels purchased by the Oregon State Highway Division. The minor amount of the bikeway traversed by this exchange is incidental to the overall planning and construction of the total product and must be considered as a mere part of the overall project.

The Highway Division in this exchange is receiving over twice the amount of right-of-way in the exchange. The unit values I believe are substantiated by fee appraisals as being nearly equal in value, so there is no doubt that the exchange was in the general public interest.

We do not believe that in this case there is a justification for credit to the Federal funds because of the overall benefits to the multi-model transportation concepts which are the rule and guide of both the Federal Department of Transportation and the State Department of Transportation.

PPM 90-5 issued on March 27, 1973, plainly indicates that Section 128, Title 23, United States Code, as amended is a clear indication that highway planning can be used in accomplishment of the multiple use of roadway property. Every encouragement should be given to making maximum utilization of highway right-of-way for both public and private development provided there is no impairment to the full use and safety of the highway. We have warranted previously that the case of this bikeway and the exchange of property takes into consideration effective controls relating to this. This PPM does not limit the joint-use concept to transportation planning exclusively; therefore, in extrapolating the intent of this multiple use concept the bikeway is well within the confines of the intent of this PPM.

The concepts contained in both paragraphs 7 & 8 clearly indicate the relationship of the bikeway to the utilization of the right of way in the bikeway use. Even though this PPM relates primarily to future developments, I believe paragraph 1b states the goal to which we all are working.

Summation: I request that you approve the principle of no reimbursement to the Federal Highway Administration because of this transfer of property based on both the fact that it was vital to multi-model transportation concept and that it is incidental to the construction and operation of this bikeway. Further, it conforms to the avowed intentions of the Department of Transportation under its multiple use of roadway concept. This exchange was reasonable from a value standpoint. Before the final exchange is made the Federal Highway Administration will be a party to the development of the plans in the alteration of the off ramp.

JBB:CM

cc F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
M. R. Mitchel

7985

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 16, 1973

To: Memo to File

SUBJECT: File 46933 - Zellner
Delta Highway - Coburg
Road Section
Willamette Bikeway
Lane County

J. B. Boyd
Right of Way Engineer

The Eugene Planning Commission met at the Eugene Hotel today, July 16. I was in attendance along with representatives of Thunderbird.

After considerable discussion I reiterated the stand we had taken in my June 22 letter addressed to James Saul. The Planning Commission was in general sympathy with the desire to get the bikepath underway, and after deliberation agreed in the concept of the trade of our right-of-way for the bikepath. I told them that additional work would be necessary to formalize the trade and to obtain Federal Highway Administration approval.

Don Nelson, architect for the Thunderbird, is to have preliminary sketches in our hands this week for presentation to the Federal Highway Administration. I believe that this development is in the best interest and we should make every effort to consummate the trade and to let the bikepath.

I suggested to the Thunderbird people that the plannings and the general development adjacent to the motel include our right-of-way, and they requested a land use permit for both the construction and the maintenance of this strip. They are agreeable to this and also the maintenance of the landscaping on both sides of the bikepath. I also believe that this is in our best interest.

JBB:JP
cc A. E. Johnson ✓
Victor D. Wolfe

RECEIVED
JUL 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUL 18 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

File Copy
Eugene
C.P.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 9, 1973

NOTED
E. S. HUNTER

SUBJECT: File 46933 - Zellner
Delta Highway - Coburg Road Section
Willamette Bikeway
Lane County

To: Memo to File

ORIGINAL SIGNED
J. B. BOYD

NOTED
A. E. JOHNSON

J. B. Boyd
Right of Way Engineer

I was in attendance at the July 9 Eugene Planning Commission meeting at which the variance for the Thunderbird Motel was to be discussed as indicated on the attached agenda. The entire meeting was taken up by item II. The matter of the bikeway and the development of the Zellner property was postponed until Monday, July 16.

In a short statement during the closing minutes of the commission meeting I set forth those proposals which were contained in my June 22 letter addressed to James Saul. After the meeting I was approached by Ruth Bascom, who represents the cyclists in Eugene. Mrs. Bascom said in effect that the only place for the bikeway was along the river and indicated a strong opposition to rerouting it around the Zellner property.

I indicated to Mrs. Bascom that I would do everything in my power to settle this issue and place the bikeway along the bank of the Willamette River, but if we were not successful we would still have to make the choice of not building it or rerouting it to avoid the property.

JBB:JP
Attachment
cc A. E. Johnson /w/ atts.
Victor D. Wolfe /w/ atts.

RECEIVED
JUL 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

STAFF NOTES

July 9, 1973

III. CONCEPT CONSIDERATION

Thunderbird Motel (Z 71-34)

Tax Lot 1901 - Assessor's Map 17-03-29-3

Located west of Country Club Road and south of I-105

On January 22, 1972 the Planning Commission considered a request for concept approval of a development plan for the proposed Thunderbird Motel that incorporated the following elements of special concern:

1) Provision of 369 parking spaces to serve a 136-unit motel and 18,000 square foot dining facility instead of the code-established minimum of 434 spaces;

2) Provision of 268 parking spaces on the site itself and an additional 101 spaces on an auxiliary parking lot located east of Country Club Road;

3) Partial use of the EWEB easement area (previously required for dedication) for parking purposes; and

4) Proposed three-story building height.

During discussions between representatives of the Thunderbird Corporation and the staff, it was determined that the Planning Commission should review these areas of concern prior to proceeding with preliminary plans for the planned unit development due to the significance these considerations had for the overall development.

At its meeting of January 22, 1973 the Planning Commission adopted the following motion after conducting a hearing on the concept proposal:

1) That the Commission accept the reduced number of parking spaces (369) as proposed by the Thunderbird Motel, based on data presented by the developer, with the understanding that additional land will be available to the developer in the event that a need for more motel parking space should arise;

2) That the Commission accept the concept of some motel parking being located across Country Club Road, provided a solution can be found to the problem of pedestrian ingress and egress, as well as to the problem of vehicular flow;

3) That the Commission look favorably upon limited use of the EWEB easement for parking purposes, with the understanding that the maximum intrusion into the easement area would not exceed that area delineated on the plans presented to the Commission for consideration at this meeting; and

4) That the developer reduce the height of the roof structure to the maximum extent possible (recognizing that the actual amount of reduction will probably be in the area of five feet).

Following concept approval of the four elements specified above by the Planning Commission, representatives of the Thunderbird Corporation met with the State Highway Department to work out arrangements for safe vehicular and pedestrian flow across Country Club Road. It appears that no financially acceptable solution to this problem could be found and, therefore, a new concept plan was developed and submitted to the city in June, 1973. The new development plan incorporates the following major changes from the plan previously considered by the Planning Commission:

1) The auxiliary lot east of Country Club Road has been eliminated and all parking would be provided on the Thunderbird site itself;

2) The area available for parking on the Thunderbird site would be increased by use of excess right-of-way along the down-ramp from I-105 along the north margin of the site;

3) The number of parking spaces provided would be reduced from 369 to a maximum of 327 (This figure represents an absolute maximum and would probably have to be reduced to provide landscaping and adequate clearance in some areas).

4) An increase in the number of motel units from 136 to 148-150 (The dining and lobby area would remain the same at 18,000 square feet).

The staff indicated to the Thunderbird Corporation that the concept of using excess right-of-way for parking purposes appeared definitely acceptable, particularly if this arrangement could expedite dedication of the area necessary for completion of the bicycle trail through this property. However, the staff indicated that a further reduction in the parking provision would have to be referred to the Planning Commission for consideration in view of the concern expressed at the January 22 meeting. Copies of the material previously submitted to support a reduction in the parking requirements are attached to these notes.

The State Highway Department has requested that the Planning Commission consider the new concept plan as expeditiously as possible in order that some determination can be made concerning the location of the bicycle trail in this area. If the concept plan is approved by the Planning Commission, the State Highway Department would request the Federal Highway Administration to release excess right-of-way in return for dedication of the bicycle path area.

The staff is seriously concerned about the delays that have occurred in obtaining the necessary dedication along this portion of the river frontage to allow development of the bicycle trail. In order to rectify this situation, the staff would recommend that the Planning Commission clarify the dedication requirement by specifying that any further (i.e., following the July 9 meeting) consideration of development proposals for this property would take place only after the dedication had been completed.

Attachments:

Planning Commission Minutes, 1-22-73
Parking data supplied by Thunderbird

RIGHT OF WAY SECTION
RECEIVED
JUL. 6 1973
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AGENDA

Regular Meeting
Eugene Planning Commission
Eugene Hotel

July 9, 1973
11:30 a.m.

I. APPROVAL OF MINUTES

Approval of minutes of June 5, 11 and 12, 1973

II. ANNEXATION

Willagillespie-Russet Annexation (A 73-4)

Assessor's Map No. 17-03-19-00

Located between Delta Highway and Norkenzie Road from south of Robin Hood Avenue and Cal Young Road north to Goodpasture Island Road

Number of Acres: 168 more or less

Existing County Zoning: AGT, PR, C-1 and RA (See attached maps for area and location)

Petitioners: By petition and affirmative response to Planning Department inquiry

III. CONCEPT CONSIDERATION

Thunderbird Motel (Z 71-34)

Assessor's Map 17-03-29-3; Tax Lot 1901

Located west of Country Club Road and south of I-105

IV. PLANNED UNIT DEVELOPMENT

American Village (PD 71-15)--FINAL APPROVAL

Tax Lots 3100 and 100, Assessor's Maps 17-03-18-0 0 and 17-03-18-4 4

Located north of Linda Avenue, south of Belt Line Road and west of Norkenzie Road

Requests final approval for a planned unit development in an R-1 Single Family Residential District consisting of 50 dwelling units in 10 buildings on about 6.90 acres. (K. Ray Barnes)

V. MAJOR SUBDIVISIONS

A. Nickels Plat (M 73-15)--PRELIMINARY APPROVAL Postponed from 6-25-73

Zoned M-2

Located on the north side of West 11th Avenue between Conger Street and Seneca Road

Number of Lots: 11

Engineer or Surveyor: Ford and Associates

Owner: Ina Louise Nickels

B. Echo Park (M 73-18)--PRELIMINARY APPROVAL

Modification for less than 60 feet of lot frontage

Zoned RA

Located on the southwest corner of Royal Avenue and Bertelsen Road

Number of Lots: 4

Engineer or Surveyor: Western Engineers

Owner: Krumdieck Bros.

C. First Addition to Mahalo Hills (M 73-19)--PRELIMINARY APPROVAL

Modification for less than 60 feet of lot frontage

Zoned RA

Located between Fox Hollow Road and Larkwood Street south of East 46th Avenue

Number of Lots: 16

Engineer or Surveyor: Western Engineers

Owner: Phillip Hughes

D. Desoto Lake (M 70-I)--RENEWAL OF FINAL APPROVAL

(Last heard March 29, 1973)

Zoned RA

Located between Golden Gardens and De Vos south of Jessen Drive and north of Barger Avenue

Number of Lots: 28

Engineer or Surveyor: Western Engineers

Owner: Cascade Title Co.

VI. MINOR SUBDIVISIONS

A. Nelson (MS 73-27)

Modification for less than 60 feet of lot frontage

Zoned RA

Located on the northwest corner of Gilham Road and Brewer Lane

Number of Lots: 3

Engineer or Surveyor: None

Owner: Larry Nelson

B. Statelyn Homes, Inc. (MS 73-41)

Modification for lot length-to-depth ratio

Zoned RA

Located on Ohio Street between Barger Avenue and Jessen Drive

Number of Lots: 3

Engineer or Surveyor: None

Owner: Statelyn Homes, Inc.

C. Rubenstein, Inc. (MS 73-42)

Zoned RP-PD

Located between Willamette Street and Pearl Street, south of civic stadium

Engineer or Surveyor: Western Engineers

Number of Lots: 2

Owner: Rubenstein Bros.

D. Skelton (MS 73-43)

Modifications for less than 60 feet lot frontage & length-width ratio

Zoned RA

Located between Crest and Storey Boulevard north of View Lane

Number of Lots: 2

Engineer or Surveyor: Western Engineers

Owner: Roxie Skelton

E. Bergstrom (MS 73-44)

Modification for less than 60 feet of lot frontage

Zoned RA

Located on Dakota Street between Barger Avenue and Jessen Avenue

Number of Lots: 2

Engineer or Surveyor: Plants and Britton, Inc.

Owner: Vernon Bergstrom

F. Wilson (MS 72-66)

Modification for less than 60 feet of lot frontage

Zoned C-2

Located on the west side of Oak Street between 28th and 29th Avenues

Number of lots: 2

Engineer or Surveyor: Lee Plants

Owner: Stan Wilson

VII. STAFF REPORT--Continued from meeting of 5/29/73

RE: Dispersal of Social Service Facilities

NOTED
JOHN R. OAKES

June 22, 1973

Mr. James Saul, Director
City of Eugene Planning Commission
City Hall
777 Pearl
Eugene, Oregon 97401

Dear Mr. Saul:

During a meeting held at the City Hall in Eugene on June 21, I indicated that the State Highway Division would make every attempt to provide a trade between the property colored in red owned by the State Highway Division and that property colored in green owned by the developer. This effort will be made in order to place the bike path along the bank of the Willamette River where we believe it will serve a more aesthetic and functional purpose.

If the present efforts are not successful in resolving the problem, the State Highway Division must make a choice between not building the bike path and rerouting the bike path to avoid the property. Neither of these choices appears desirable.

We request your assistance in resolving the matter.

Very truly yours,

J. B. Boyd
Right of Way Engineer

JBB:JP
cc F. B. Klaboe
Victor D. Wolfe
Milner M. Mead
L. W. Riley - Please provide the necessary appraisals for documentation as indicated. JBB

6.26.73
Sent
Phelps
Riley
FAC

NO[illegible]
[illegible]

MINUTES

Regular Meeting
Eugene Planning Commission
Eugene Hotel

January 22, 1973
11:30 a.m.

Present: James Pearson, Alan Maxwell, Howard Bonnett, Betty Niven, Dave Hoffman, Ken Reeder, James Bernhard, City Manager Hugh McKinley, Director of Public Works Don Allen, members; Assistant City Manager Keith Martin, Assistant City Attorney James Korth, Superintendent of Building Inspection E. C. Mortier, Planning Director John Porter, Assistant Planning Director Gary Chenkin, Planners Jim Saul and William Johnston, School District 4J Liaison Mary Ann Debrick and Register Guard Reporter Ed Kenyon.

Mr. Pearson called the meeting to order at 11:45 a.m.

II. CONCEPT CONSIDERATION

A. Thunderbird Motel (Z 71-34)

Located west of Country Club Road and south of I-105

Prior to discussion on this matter, Mr. McKinley explained to the Commission that this item was being considered for concept approval in order to determine if certain items of concern could be resolved prior to the applicant's investing considerable time and money in plans as required for formal planned unit development consideration.

Mr. Pearson then opened the matter to discussion, stressing that the Thunderbird Motel concept was being brought before the Planning Commission at this time in order to consider four problems, as outlined in the staff notes, before further steps are taken toward possible approval. Each of the four items of concern were then opened to the public for comment.

1. Parking Provision

The present design of the proposed Thunderbird Motel allows for the provision of 369 parking spaces to serve the staff and patrons of a facility comprised of 134 motel rooms and 18,000 square feet of restaurant area.

Mr. Mattingly, General Manager of the Thunderbird at Eugene, submitted a brief "unit-to-parking space" comparison between the present Eugene Thunderbird Motel and the proposed motel, stating that the present motel contains 138 units with 192 on-site parking spaces, while the proposed motel would contain 136 units with 268 on-site parking spaces.

Mr. Pearson said that he felt parking at the present Thunderbird Motel site is inadequate. Mr. Don Nelson, of Nelson, Walla & Dolle Architects, replied, stating that plans for the present motel were drawn some time ago and that he felt the parking situation at the Thunderbird's Jantzen Beach site was perhaps more reflective of the present-day situation.

Mr. McKinley brought to the Commission's attention that inasmuch as no recent figures from local motel facilities of this nature were available, the Eugene and Jantzen Beach Thunderbird complexes had been used to make a combined comparison of parking space availability, as related to banquet facilities, registrations, etc.

Mr. Pearson stated that the Commission should be extremely careful in its consideration of adequate parking for this development, in that there appeared to be no convenient area nearby that could be converted to additional parking, should the need arise.

Mr. Van Fossen replied, calling attention to the portion of the trailer park across the street that would be converted to motel parking, as indicated in the proposed plan. He went on to say that, though he had not discussed this point with the owner of the trailer park (George Zellner), he felt that Mr. Zellner would very likely be willing to convert more of the subject area to motel parking, should the need arise.

2. Parking Location

The present design proposal for the Thunderbird Motel allows for 268 parking spaces on the site and 101 parking spaces in a lot on the east side of Country Club Road. Of the 268 on-site parking spaces, 78 spaces are proposed along the south property line (60 of said spaces extending into the EWEB easement); 37 are proposed under the south side of the building; and the remaining 153 spaces are to be placed on the remainder of the site.

Mr. McKinley stressed that the issue at this point remains whether or not this development could be approved, provided a satisfactory means of gaining access to this facility can be found.

A great deal of discussion ensued, concerning the vehicular and pedestrian traffic conjestion this area would be faced with. Mr. Pearson asked Mr. Allen if preparations for four-lane traffic facilities were being considered. Mr. Allen replied that no such preparations were being made at the moment and further commented that this would be the responsiblity of the developer. Mr. Pearson and Mrs. Niven both expressed concern for pedestrian traffic in the area, and mention was made of the possiblity of employing a median strip in the center of the road or a pedestrian overpass or underpass, among other things. Mrs. Niven and Mr. Hoffman concurred that all answers to the traffic problem were not readily at hand and that additional studies should be required prior to reaching any decision.

Concerning the overall parking layout, Mr. Maxwell expressed a desire to see less river-front parking and more off-site parking.

3. Dedication .

One of the original conditions of the zone change was that property extending from the north line of the EWEB easement to the river edge be dedicated. The Thunderbird has requested that this condition be modified to allow partial use of the EWEB easement for parking purposes.

Mr. Herbert Hunt of the Eugene Water and Electric Board, stated that parking on the easement, as proposed by the Thunderbird Motel, would be acceptable provided Eugene Water and Electric Board's access to the land is protected.

Mr. McKinley said the State Highway Department has made plans to construct a bike trail south of the easement as soon as a dedication has been made. Mr. Saul stated, however, there seemed to be some question as to the ownership of the riverbank, inasmuch as Mr. Zellner, the State Land Board and the Army Corps of Engineers all appeared to be involved. Dedication is necessary to clear up any questions involving ownership. At the same time, the State Highway Department has made it clear that it will construct a bike trail in the area only if the land is dedicated, inasmuch as funds are not available to purchase the land.

Mr. Van Fossen stated that Mr. Zellner was prepared to dedicate this land for a bike trail, but added that Mr. Zellner would also like to know that motel parking, as proposed, would be allowed.

Mr. Saul brought up the matter of the Thunderbird's proposed encroachment into the EWEB easement at the northwest end. In conjunction, he pointed out the differing concerns of the State and the City, regarding this bike path. The State's only concern is in the construction of the path, while the City is concerned that there be adequate area between the proposed motel site and the river to ensure the preservation of a greenway providing adequate area for screening of the motel parking and service areas from the river and from the park on the bank of the river.

4. Building Height

The Planning Department staff has expressed interest in the proposed building height and the visual impact the proposed structure will have in relation to the river.

Mrs. Niven inquired as to the necessity of the proposed roof height.

Mr. Nelson replied that the fence-like structure comprising the top six feet of the roof height was employed to conceal various pieces of necessary equipment from view. He also indicated that the proposed roof height could possibly be reduced by four to five feet.

Mr. Pearson commented that the proposed building height and coloring strongly suggest that a structural identity is being sought, and that many might look upon this as being in poor taste.

MOTION: Mrs. Niven made the following motion, concerning each of the four items discussed:

(1) That the Commission accept the reduced number of parking spaces (369) as proposed by the Thunderbird Motel, based on data presented by the Developer, with the understanding that additional land will be available to the Developer in the event that a need for more motel parking space should arise;

(2) That the Commission accept the concept of some motel parking being located across Country Club Road, provided a solution can be found to the problem of pedestrian ingress and egress, as well as to the problem of vehicular flow;

(3) That the Commission look favorably upon limited use of the EWEB easement for parking purposes, with the understanding that the maximum intrusion into the easement area would not exceed that area delineated on the plans presented to the Commission for consideration at this meeting; and

(4) That the Developer reduce the height of the roof structure to the maximum extent possible (recognizing that the actual amount of reducation will probably be in the area of five feet).

Mrs. Niven noted that the four items contained in this motion would have to be the subject of further study and work between the staff and the applicant, and subject to suitable arrangements being made between the Developer and the State Highway Department regarding the bike trail. Mr. Reeder then

ACTION: seconded the motion, and it passed unanimously.

THUNDERBIRD MOTOR INN
JANTZEN BEACH

1401 NORTH HAYDEN ISLAND DRIVE, PORTLAND, OREGON, 97217 TELEPHONE 283-2111

December 18, 1972

NELSON/WALLA/DOLLE & COMPANY, P.S.
ARCHITECTS & PLANNERS, A.I.A.
202 West 8th Street
Vancouver, Washington

Attention: Mr. Harlow E. Walla

Gentlemen:

We have reviewed your request to evaluate the parking situation at Thunderbird Jantzen Beach and have compiled the following information.

Total Rooms: 300
Area of Restaurant Bldg.: 61,000 square feet; 85 seats in coffee shop, 185 seats in lounge, 165 seats in dining room and 500 seats in banquet hall.
Area of Banquet Bldg.: 10,000 square feet, 600 seats.
Parking Spaces: 527

This complex is operating comfortably with this parking ratio. The adequacy is due to the "dovetailing" of peak period of motel guest parking and local and guest restaurant traffic.

This "dovetailing" is evaluated based upon this further information:

Breakfast peak load: 7:00 a.m. to 8:30 a.m.
90% of breakfast clientele are motel guests using motel parking.

Lunch peak load: 12:15 p.m. to 1:15 p.m.
85% of luncheon guests are local - would use the main parking lot.
Most motel guests have checked out by 12:00 Noon.

Evening Cocktail: from 5:00 p.m. to 6:00 peak, ending about 7:00 p.m.
Clientele: 25% local, 75% motel.

Dining: 7:30 p.m. to 9:30 p.m.
Clientele: 40% local, 60% motel guests.

Banquet - convention:
90% of people attending occupy a motel unit.

Other overlapping factors include the following:

1. Many motel rooms are often used as small meeting rooms and the occupants would use the dining facilities during meal hours.

2. Banquet spaces are generally set up with a portion of the space for meeting and the balance of the space being readied for the people to have their meal. Therefore, the likelihood that the banquet spaces would have seating over the entire area is quite remote.

We hope this information satisfied all facets of your request.

Very truly yours,

Robert J. Snider
Executive Vice President
Operations

RJS/tal

THUNDERBIRD
MOTEL
205 COBURG ROAD • EUGENE, OREGON 97401 • TELEPHONE 342-5201

May 2,1972

Mr. Don Nelson
202 West 8th Street
Vancouver, Washington

Dear Don,

The following is a thumb nail projection of patrons use of our parking facilities while either dining or visiting our cocktail lounge.

Our breakfast peak load will run from 7:am to *:30 am. Approximately ninety per cent of the breakfast clientele will be motel guest using motel parking.

The lunch hour peak load is from 12:15 to 1:15pm. Approximately ninety five per cent of our luncheon guest are local and would use our public parking area. This works rather well, if the public lot is filled. We have additional parking at the motel units as most of the guest have checked out by 12:00 pm and our check ins normally arrive between 5:00 pm and 7:00 pm.

Our evening cocktail trade will begin at 5:00 pm and peak at 6:00 pm. The percentage of clientele will be approximately 50% local and 50% motel guest. By 7:30 the cocktail hour is pretty depleted. At this time the dining room will begin to fill. The percentage of dining room clientele will be approximately 40% local and 60% motel guest, Monday thru Thursday. Friday, Saturday, and Sunday, the dining room clientele will be 75% local and 25% motel guest, as most of the motel clientele being commercial people have checked out.

THUNDERBIRD
MOTEL
208 COBURG ROAD • EUGENE, OREGON 97401 • TELEPHONE 342-5201

Page 2

In the case of a convention, 90% of the people attending would occupy a motel unit and use motel parking.

I hope this projection will be of some assistance. If I can be of any future help, please call.

Sincerely,

Tom

Thomas R. Mattingly
General Manager

Con 8 2-3
Eugene
JP

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 22, 1973

SUBJECT: File 46933 - Zellner
Delta Highway - Coburg
Road [Eugene] Section
Willamette Bikeway
Lane County

To: Memo to File

ORIGINAL SIGNED
J. B. BOYD

FROM: J. B. Boyd
Right of Way Engineer

A meeting was held in the Eugene City Hall on June 21 with the following personnel present: Ed Pietz, Don Nelson, and Tom Mattingly representing Thunderbird; James Saul, Planning Director of the City of Eugene; and Bill Anhorn, Jim McClure, and J. B. Boyd of the Oregon State Highway Division. The topic of discussion was if the State Highway Division were successful in transferring the property colored in red on the attached sketch for the property colored in green would it make a satisfactory site for the development by the Thunderbird people.

A proposal will be presented by Thunderbird to the Planning Commission on a tentative date of July 9 outlining their space requirements and indicating the number of parking spaces available and other pertinent facts requested by Mr. Saul. I do not know whether this effort will be allowed by the City of Eugene Planning Commission.

It would appear advisable at this time to completely review the estimates or the appraisals for the two properties in order that we might be ready to approach the Federal Highway Administration if the Thunderbird people are successful. It is my belief that the bike path belongs on the riverbank, but our alternative of rerouting it was discussed and they were informed of this possibility and the need by the State Highway Division to get the matter resolved one way or another in the near future.

JBB:JP
cc F. B. Klaboe ✓
Victor D. Wolfe
Milner M. Mead
L. W. Riley

NOTED
F. B. KLABOE

RECEIVED
AUG 30 1972

RECEIVED
STATE HWY ENGR
AUG 28 '72
REFER TO
FOR

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 25, 1972

SUBJECT: Eugene Bikeway
File 46933 - Zellner
Delta Highway -
Coburg Road [Eugene]
Lane County

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

ADMINISTRATION

The proposed bikeway along the Willamette River in Eugene which crosses the Zellner property is currently scheduled for a September 28 bid opening. The Zellner property which is needed for the bikeway is the proposed location for the Thunderbird Motel, and we have been working with the Eugene City Manager; the Thunderbird people [Ed Pietz and Todd McClaskey]; the architect for Thunderbird, Don Nelson of Vancouver; and Dave Van Fossen, the Eugene realtor who has assembled the properties needed for the motel.

The current status of the Thunderbird project is that Don Nelson, the architect, is preparing a new set of drawings to present to Hugh McKinley, City Manager, on a 150-unit motel rather than the 175-unit structure previously rejected by the Planning Commission.

I discussed the matter with Don Nelson yesterday as well as with Mr. Van Fossen and was advised that the presentation to Hugh McKinley would probably occur next week. I was lead to believe that McKinley would favor the 150-unit motel, that the Planning Commission would recommend the zone change which would make the motel construction possible, and that as a condition of the zone change the Thunderbird Corporation would be required to make available the strip we need for the bikeway.

There is some question as to whether we can get the matter cleared up for a September bid opening for the bikeway, and if we cannot I strongly urge that the project be set over until a later bid opening. If we insist on forcing the bikeway through at this time, we can expect to pay about $8 per square foot for the area needed, which will add up to about $125,000.

NOTED
E. S. HUNTER

cc Wolfe
Moehring
Wait for
zone change
ESH
8-28-72

D. H. Moehring
Right of Way Engineer

RECEIVED
AUG 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DHM:JP

A[illegible]ED
F B Klaboe
DEPUTY STATE HIGHWAY ENGINEER
Date 8/28/72

8-28-72
cc Hunter

RECEIVED
NOV 19 1971

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
November 15, 1971

SUBJECT: File 46933
Delta Highway -
Coburg Road Section
Willamette Bikeway
Lane County

To: Memo to File

This afternoon I talked with City Planner Saul of the City of Eugene regarding the matter of Mr. Zellner dedicating to the public a portion of his land fronting on the Willamette River for a bikeway.

Mr. Saul has been in communication with Mr. Zellner, as well as Zellner's real estate broker, and is of the opinion that the City Manager's office of the City of Eugene is the logical office to attempt to get Mr. Zellner to sign the deed of dedication.

Mr. Viducich is preparing the deed of dedication which should be transmitted to L. W. Riley for delivery to Mr. Saul. Mr. Saul will then see that the document gets to City Manager McKinley for further handling.

NOTED
F. B. KLABOE

I impressed upon Mr. Saul that time is of the essence, as we plan to let a contract on December 16, and therefore need the property at an early date.

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
cc Victor D. Wolfe ✓

cc Klaboe
Hall

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7933

October 3, 1973

Bangs Paving, Inc.
P. O. Box 236
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7933 for work on
the Delta Highway-Coburg Road
(Eugene) Section on the Willamette
Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

bs
Enclosure

cc United Pacific Insurance Co.
Suite 605
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Kassey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Harley Mayfield

1933

5

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 2, 1973

Mr. Leslie A. Churchill
Eugene Water & Electric Board
P. O. Box 1112
Eugene, OR 97401

Dear Mr. Churchill:

Power Facility Relocation
Delta Highway-Coburg Road Section
Willamette Bikeway
Lane County

Your estimate and sketch map for the adjustment of your facilities on this project dated September 14, 1973, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of September 19, 1973.

Reimbursement for the work performed on and subsequent to September 19, 1973 in the amount of $123.97 will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:db

bc: H. S. Coulter
R. N. Chase w/attachment
V. L. Gallagher w/attachment
V. E. Skoog w/attachment
Alfred Shirley w/attachment
H. E. Mayfield w/attachment
Wm. Anhorn w/attachment
M. G. Havig w/attachment

NOTED
H.S. COULTER

7933

5

September 18, 1973

Bonge Paving, Inc.
P. O. Box 256
Eugene, Oregon 97401

Gentlemen:

We are returning both copies of Contract No. 7933 for work on the Delta Highway-Coburg Road (Eugene) Section in Lane County.

It is necessary that both the President and the Secretary of a corporation sign the contract unless someone else has this authority. Please have Beverly Bonge, Secretary, sign the Performance Bond on Page 9, Section IV in each contract.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

hs
Enclosures

bc G. T. Kenney
Walt Hart
Alfred Shirley
Harley Mayfield

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
SEP 17 '73
REFER TO Q. Boyd
FOR
Info | I-V23 | R/D | D/R | [illegible] | Act | File

Orig - 9-17-73

cy aej

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 13, 1973

In reply refer to: 10-35.6/417

SUBJECT: Relinquishment of Right of Way
PPM 80-6.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Boyd's letter of August 28, 1973 requests approval of the principle of no reimbursement to Federal funds for the relinquishment of 0.44 acres (Files 33375 and 33423) to the adjoining property owner. In exchange the State is to be deeded 1.05 acres (File 46933) for use as part of the Willamette Bikeway which basically parallels I-105.

As indicated in Mr. Boyd's letter both the OSHD and FHWA must be satisfied with the final plans which must meet the requirements of paragraph 3g of PPM 80-6.1. Until this stage is reached approval of Mr. Boyd's request must be held in abeyance. We have made a preliminary review of the appraisals covering the 1.05 acres to be deeded to the State. Our comments are as follows:

1. There must be at least two appraisals of each parcel which will be exchanged.

2. Both appraisers in valuing File 46933 must give full consideration to the fact that the State is securing an encumbered title. The title will be encumbered with an EWEB easement and a Corp of Engineers easement. The appraisers must be instructed concerning this matter and a copy of the title report furnished for their examination. The affect upon the value of the parcel acquired must be fully set out in their appraisals and a review appraisal made considering these factors. This was not done in the appraisals.

3. Concerning File 46933 the highest and best use is shown as commercial but the legal zoning is RA and AGT. One of the appraisals includes the assumption "that the land owner cannot be legally required to dedicate the bikeway right of way in order to obtain zoning approval."

(more)

Full explanation is required of this assumption. If local zoning authorities can legally require dedication of the bikeway right of way in order to secure a zoning change there would be no need to relinquish right of way in order to obtain the bikeway right of way.

4. The appraisals should be reviewed for compliance with appraisal requirements as set forth in State policies and procedures and PPM 80-3 dated January 1, 1969 and subsequent supplements and amendments, and PPM 80-3 dated June 15, 1973.

G. L. Green

7933

5

September 4, 1973

Bengo Paving, Inc.
P. O. Box 256
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 7933 awarded to you on August 29, 1973, for work on the Delta Highway-Coburg Road (Eugene) Section in Lane County in the amount of $185,831.70.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 13, 1973.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

hs
Enclosures

bc C. Y. Massey
Walt Hart
L. H Young
Attn: Vince Gallagher
Alfred Shirley
Harley Mayfield

7933

5

August 30, 1973

Bunge Paving, Inc.
P. O. Box 256
Eugene, Oregon 97401

Gentlemen:

The Oregon Transportation Commission on August 29, 1973, awarded to you State Highway Contract No. 7933 in the amount of $105,831.70 on Delta Highway-Coburg Road in the City of Eugene in Lane County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

td
bc G. T. Keasey
Walt Hart
Alfred Shirley
Don Trout
L. H. Young
Attn: Vince Gallagher
Harley Mayfield

7933

3

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 21, 1973

Mr. Jim Saul, Planner
City of Eugene
Planning Department
777 Pearl Street
Eugene, Oregon 97401

NOTED
E. S. HUNTER

Dear Mr. Saul:

The comments in your August 14 letter reviewing the Delta Highway-Coburg Road Section of the Willamette Bikeway are appreciated. We have been very concerned about the esthetic appearance of the chain link fence which is proposed along this bikeway.

We are modifying the cyclone fence to a reduced overall height of 40 inches using 36-inch fence fabric approximately 3 inches above the ground. The fence will be coated with a green, plasticized, polyvinyl, chloride finish. Hopefully, this will present a pleasing, esthetic appearance while offering maximum safety to the cyclist especially during times of high water.

If you or any members of your planning staff have viewed this type of colored fence installation, we would appreciate receiving comments concerning usage along the river bank.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

JDM:jp
cc: E.S. Hunter
Alfred Shirley
Harley Mayfield
J.H. Versteeg

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CITY
OF
EUGENE

PLANNING DEPARTMENT — 777 PEARL STREET — EUGENE, OREGON 97401

August 14, 1973

Mr. James D. McClure
Bicycle Route Engineer
Location Section, Highway Division
State Highway Building
Salem, OR 97310

Dear Mr. McClure:

RE: Delta Highway-Coburg Road Section, Willamette Bikeway

The Planning Department Staff has had an opportunity to review the proposed plans for the grading and paving of the Delta Highway-Coburg Road section of the Willamette Bikeway. These plans have also been reviewed by the Mayor's Bicycle Committee. Both the Staff and the Bicycle Committee are pleased that this project is about to commence.

After reviewing the proposed plans, the Planning Department Staff would express some concern about the aesthetic appearance of the chain link fence which is proposed along significant portions of this section of the bikeway. While safety considerations may necessitate the erection of some form of barrier, it appears that the proposed chain link fence will be located along a portion of the river which is most visible from a variety of perspectives, including the city parks on the south bank of the river. In view of the extreme visibility of this portion of the bikeway system and the impossibility of providing any effective landscaping between the river and the fence, the Staff would request that every consideration be given to devising an acceptable barrier that would be more aesthetically pleasing. It is our understanding that the State Highway Department is presently reviewing this matter, and we would definitely support such a review and modification of the design plans in this regard.

Very truly yours,

Jim Saul

Jim Saul
Planner

JS:

cc: J. H. Versteeg

RECEIVED
LOCATION
SECTION

5

7933

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 7, 1973

Eugene Water & Electric Board
Water Division
Eugene Water & Electric Board
Electric Division

Construction Plans
Delta Hwy.-Coburg Rd. (Eugene) Sec.
Bikeway
Lane County

Gentlemen:

Enclosed are construction plans for use in the adjustment and/or protection of your facilities on this project.

Bids for this project will be received by the Oregon Transportation Commission on August 23, 1973.

Our Resident Engineer for this project will be Mr. Mayfield, 2141 East 15th St., Eugene 97403, telephone 686-7710. The Regional Utility Engineer is Mr. Havig, 1523 SE Cobb St., P.O. Box 1128, Roseburg 97470, telephone 672-6341 ext. 241.

Very truly yours,

Ray Julian
for J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
H.S. COULTER

RMF:jly
Enc.

bc: H. S. Coulter
A. Shirley, Jr.
H. E. Mayfield
M. G. Havig

RECEIVED
AUG 8 1973
Office of
Assistant State Highway Engineer

7933

S.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 26, 1973

Mr. Wayne Shields, Owner
Valley River Center
Eugene, Oregon 97401

Dear Mr. Shields:

Enclosed is an informational set of construction plans for the Willamette Bikeway which extends along the river adjacent to the Valley River Shopping Center and your new motel complex. We are planning to receive bids for this project on August 23; hopefully, the current strike will not affect this bid letting.

We foresee no problems in constructing the 10-foot-wide, river front bikeway along property you have donated to Lane County. Loose riprap material will be placed along the river bank in some areas to one foot above the normal low water elevation, thus requiring heavy equipment to be operating in front of your motel complex. This bank protection is necessary for erosion purposes and would have been required regardless of the width of right of way provided.

Your continued cooperation and assistance in developing this bikeway will be appreciated. Mr. Harley Mayfield, the resident engineer who will be in charge of this project, will be in contact with you during the construction stages.

We are confident that this facility will be an asset to the citizens of Eugene and compliment your developments along the river.

Very truly yours,

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

By

James D. McClure
Bicycle Route Engineer

RECEIVED
JUL 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Enclosure
JDM:jp
cc: E.S. Hunter
Alfred Shirley
Harley Mayfield

7933

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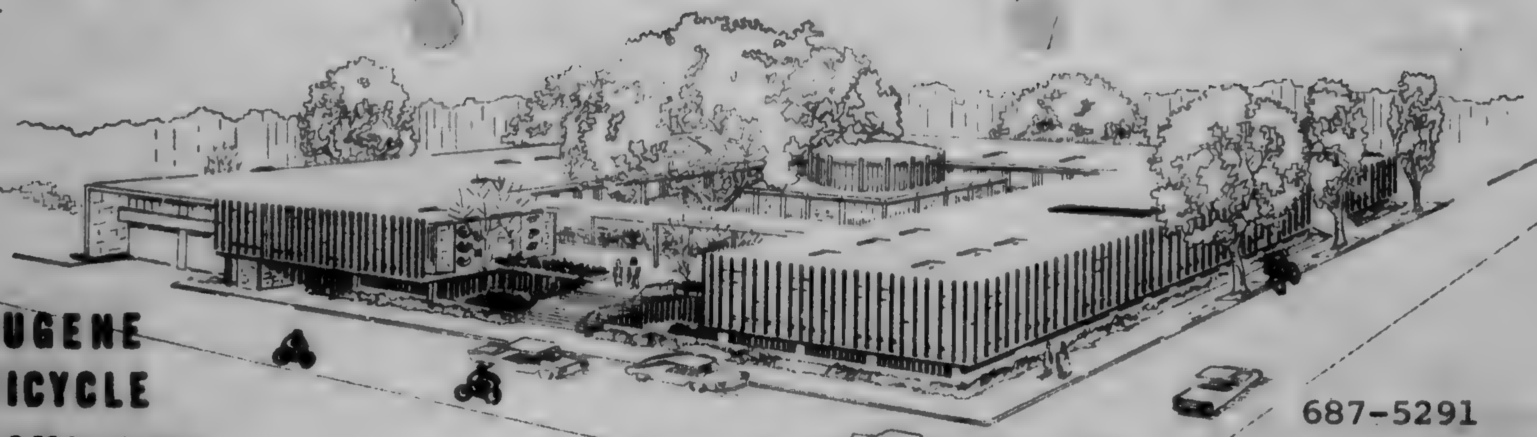

**EUGENE
BICYCLE
COMMITTEE**

687-5291

106 ~~CITY HALL, 777~~ PEARL STREET EUGENE, OREGON 97401

July 23, 1973

Fred Klaboe
Director
State Highway Bldg.
Salem, Oregon

Dear Mr. Klaboe:

We are pleased to hear favorable news regarding the Willamette Bikeway and hope for completion before the rains come.

Your efforts in behalf of this path, and those of Jim McClure and Bruce Boyd, are greatly appreciated.

Sincerely,

Ruth Bascom gr

Ruth Bascom
Eugene Bicycle Comm.

RB:gr

cc: Jim McClure
Bruce Boyd

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 24 '73
REFER TO
Hunter
FOR

RECEIVED
JUL 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7933

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1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 22, 1973

Mr. James Saul, Director
City of Eugene Planning Commission
City Hall
777 Pearl
Eugene, Oregon 97401

Dear Mr. Saul:

During a meeting held at the City Hall in Eugene on June 21, I indicated that the State Highway Division would make every attempt to provide a trade between the property colored in red owned by the State Highway Division and that property colored in green owned by the developer. This effort will be made in order to place the bike path along the bank of the Willamette River where we believe it will serve a more aesthetic and functional purpose.

If the present efforts are not successful in resolving the problem, the State Highway Division must make a choice between not building the bike path and rerouting the bike path to avoid the property. Neither of these choices appears desirable.

We request your assistance in resolving the matter.

Very truly yours,

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

JBB:JP
cc F. B. Klaboe ✓
Victor D. Wolfe
Milner M. Mead
L. W. Riley

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JUN 25 '73
REFER TO
FOR
Info ☐ Inves ☐ R/D ☐ DIR ☐ Sign ☐ Act ☐ File ☐

7933

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**OREGON STATE
HIGHWAY DIVISION**

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 373-6511

June 12, 1973

Eugene Water & Electric Board
P.O. Box 1122
Eugene, OR 97401

ATTN: Water Dept.
Electric Dept.

Revised Preliminary Plans
Delta Hwy.-Coburg Rd. (Eugene) Sec.
Willamette Bikeway
Lane County

Gentlemen:

Enclosed are two sets of a revised preliminary plan on the above subject project. The present tentative schedule calls for opening of bids on July 26, 1973.

Please review this plan for changes from the plan sent to you on April 24, 1973. If you have facilities in conflict, these changes should be reflected in your relocation plans.

If your relocation is reimbursable, an estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. M. G. Havig, 1523 SE Cobb St., P.O. Box 1128, Roseburg 97470, telephone 672-6541. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

Ray Jelson
for J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
H.S.COULTER

JEC:jly
Enc.
bc: H. S. Coulter
A. Shriley, Jr.
M. G. Havig

RECEIVED
JUN 12 1973
Office of
Assistant State Highway Engineer

7933

Klaboe

OREGON STATE
HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

June 4, 1973

NOTED
F. B. KLABOE

NOTED
E. S. HUNTER

Mr. Mal Jackson, Chairman
Lane County Willamette River
Greenway Association
2865 Ferry Street
Eugene, Oregon 97405

Dear Mr. Jackson:

The Highway Division has had plans prepared for the construction of the Delta Highway-Coburg Road (Eugene) Section of the Willamette Bikeway for over a year. A portion of this bikeway is proposed to be constructed over property under option by the Thunderbird Motel Corporation. The principals of the Thunderbird Corporation propose to donate the necessary right-of-way across their property immediately adjacent to the river bank.

As you probably know, the construction of this motel complex is dependent upon a zone change. The Thunderbird Corporation has been having difficulty establishing adequate parking facilities for the number of proposed units in line with Eugene Planning Commission policy. The motel development is delayed until such a time as the Planning Commission and the Thunderbird Corporation can come to a meeting of the minds on parking accommodations so that the zone change can be granted.

You are undoubtedly aware that the City of Eugene, Lane County and the State Highway Division have been working with the planners of the Thunderbird Motel Corporation to resolve these problems. I can assure you that immediately upon resolution of the aforementioned problems, the Highway Commission will advertise this project and proceed with the construction of the bicycle facility.

It is recognized by all that this extension of the Alton Baker Park Bikeway through the Valley River Shopping Center should

RECEIVED
AUG 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 2 '73
REFER TO
FOR

generate a large amount of bicycle-pedestrian traffic. We are still hopeful that this project can be awarded early enough that construction can be completed by fall.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:ejk

cc: Hon. Nancy M. Hayward, Chairman
Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

Mr. Hugh McKinley, City Manager
City of Eugene
City Hall
Eugene, Oregon 97401

LANE COUNTY
WILLAMETTE RIVER GREENWAY ASSOCIATION
2865 Ferry Street
Eugene, Oregon 97405

May 18, 1973

Mr. Glen Jackson
Highway Department
State Highway Building
State of Oregon
Salem, Oregon 97310

Dear Mr. Jackson

The Lane County Willamette Greenway Association is concerned about the future development of the bikeway along the north bank of the Willamette River between Alton Baker Park and Valley River Center.

Is your office presently taking any action in this matter? May we inquire as to the status of this program and what we may expect as to development dates. Please let me know if we can help with this project.

Thank you for your attention to our interest.

Sincerely,

Mel Jackson
Mel Jackson
Chairman

MJ/pb

RECEIVED
STATE HWY ENGR
MAY 21 '73
REFER TO
Hunter
FOR

Info	Inves	R/D	DIR	Sign	Act	File
		✓				

RECEIVED
MAY 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
LOCATION
SECTION

7933

April 24, 1973

Mr. and Mrs. Steven Rendall
3955 Donald
Eugene, Oregon 97405

Dear Mr. and Mrs. Rendall:

In reply to your letter pertaining to the Delta Highway-Coburg Road Section of the Willamette Bikeway, the problem is the clearing of rights of way with the Thunderbird Motel and the Valley River Inn, and one additional ownership. The clearance of these rights of way is contingent upon a zone change, which is under the jurisdiction of the City of Eugene, and the acquisition of the additional parcel is the responsibility of Lane County. There is no way the Highway Division can shortcut the processes of local government.

The local governmental entities are diligently trying to resolve these problems so that the Highway Division can proceed with the construction of this bikeway.

Very truly yours,

ORIGINAL SIGNED BY
A. E. JOHNSON for

E. S. Hunter
Assistant State Highway Engineer

VDW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

RECEIVED
STATE HWY ENGR
APR 2 '73
REFER TO
FOR

Info	[illegible]	[illegible]	Dir	Sign	Act	File

3955 DONALD
EUGENE, ORE
97405

MR FRED KLABOE, DIRECTOR
OREGON STATE HIGHWAY DEPT
SALEM, OREGON

DEAR MR KLABOE:

WE ARE DISTRESSED BY THE FAILURE OF STATE AND LOCAL OFFICIALS TO PROCEED WITH THE CONSTRUCTION OF THE WILLAMETTE BIKEWAY FROM FERRY STREET TO THE VALLEY RIVER CENTER IN EUGENE. SINCE THIS SEGMENT HAS BEEN APPROVED AND FUNDED WE CANNOT UNDERSTAND WHY CONSTRUCTION HAS BEEN HELD UP. WE FEEL THIS PORTION OF THE BIKEWAY IS NEEDED AND URGE YOU TO SEE TO IT THAT THE PLANS ARE PUT INTO ACTION.

SINCERELY YOURS,

MR & MRS Steven H Randall

RECEIVED
APR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
APR 3 1973
LOCATION
SECTION

7933

April 20, 1973

The Honorable Nancie Fadeley
Oregon State Representative
410-F State Capitol
Salem, OR 97310

Dear Mrs. Fadeley:

Development of the Delta Highway-Coburg Road Section of the Willamette Bikeway from Alton Baker Park to the Valley River Shopping Center in Eugene is of great concern to the Highway Division. Tentatively, the project is scheduled for a contract bid letting on June 21 to facilitate a fall completion.

As you know, the City of Eugene, Lane County, and the Oregon State Highway Division have been working closely with the planners of the Thunderbird Motel Corporation. An easement for the bikeway over their section of river frontage is the only remaining right-of-way needed for construction. The Thunderbird Corporation is willing to provide this permanent bikeway easement when final approval of their planned unit development and zone change is granted by the City Planning Commission. As we understand it, final approval is pending the development of a safe pedestrian and vehicular crossing to the motel corporation's overflow parking facility located across Country Club Road. Country Club Road is a county highway; however, the State Highway Division does control the road approach access locations.

We have no objections to granting revised access locations, provided a safe crossing acceptable to the City and County can be constructed. We feel that the only way safe pedestrian and vehicular crossing can be established is through signalization, which is estimated to cost $70,000. This cost would have to be borne by the motel corporation since they would be the only benefactors.

We in the Highway Division recognize your concern with the seemingly endless details and delays that have accompanied this project, but upon resolution of the problems outlined above, construction will be undertaken.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: Hugh McKinley, City Manager, Eugene

Al Driver, Director of Public Works, Lane County

bc: A. E. Johnson
E. S. Hunter
Victor D. Wolfe
XXXXXXXXXXXXXXX A. J. Shirley
R. B. Sipprell
JDM:jp mc dpy

4-12-73

from the desk of-

Victor D. Wolfe

Ed:

As you know, Jim McClure and Bud George met with Nancy Fadeley Monday, April 9 to discuss the Delta Highway-Coburg Road Section of the Willamette Bikeway.

She requested something in writing. The attached is suggested for Mr. Klaboe's signature.

VDW

Vic

7933

5

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 12, 1973

SUBJECT: Letter-Form Agreement
Willamette Bikeway
Delta Highway-Coburg Road
Lane County

To: Mr. D. N. Harwell
Assistant County-City Engineer

Re the subject letter-form agreement, it was my understanding that in the latest discussions the County had agreed to accept all responsibility for the maintenance of the subject facility. This was based on discussions in which we indicated that the only feasible way to construct this facility costwise was the use of pit-run gravel rather than riprap on the project other than at one point near the Ferry Street bridge.

Based on evaluation by our Hydraulics people, the County was willing to assume full responsibility and maintenance of the facility constructed with pit-run gravel.

I suggest that Items No. 6 and 9 be revised to reflect this approach.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter
J. D. McClure

NOTED
E. S. HUNTER

RECEIVED
APR 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7933

5

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1973

SUBJECT: Willamette Bikeway
Delta Highway-Coburg Road
Lane County

To: Mr. E. S. Hunter ✓
Assistant State Highway Engineer

BUILDING

Herewith a suggested letter-form agreement between Lane County and State regarding the proposed bikeway along the Willamette River adjacent to I-105 in Eugene, Lane County.

The project has been one of much concern and is currently in a turmoil (?); however, an agreement covering the specifics of construction by State and future maintenance is submitted for your review and forwarding to Location Section.

D. N. Harwell (mm)
D. N. Harwell
Assistant Engineer
County and City Section

DNH:mm

Att.

4-10-73
OK
ESH

4-11-73
original to Wolfe

RECEIVED
APR 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7933

5

March 21, 1973

Mr. Lee Miller, Chairman
Transportation Planning Committee
Lane Council of Governments
135 Sixth Avenue East
Eugene, Oregon 97401

Dear Mr. Miller:

In reply to your letter pertaining to the Delta Highway-Coburg Road Section of the Willamette Bikeway, the problem is the clearing of rights of way with the Thunderbird Motel and the Valley River Inn, and one additional ownership. The clearance of these rights of way is contingent upon a zone change, which is under the jurisdiction of the City of Eugene, and the acquisition of the additional parcel is the responsibility of Lane County. There is no way the Highway Division can shortcut the processes of local government.

The local governmental entities are diligently trying to resolve these problems so that the Highway Division can proceed with the construction of this bikeway.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

VDW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

LANE COUNCIL OF GOVERNMENTS

SERVING CITIZENS OF LANE COUNTY FOR MORE THAN A QUARTER OF A CENTURY

March 8, 1973

MEMBER AGENCIES

City of Coburg
City of Cottage Grove
City of Creswell
Dunes City
City of Eugene
Eugene Water & Electric Board
City of Florence
Junction City
Lane Community College
Lane County
Lane Intermediate Education Dist.
City of Lowell
North Lane Soil & Water Cons. Dist.
City of Oakridge
Port of Siuslaw
Rainbow Water Dist.
River Road Park & Rec. Dist.
School District 52 (Bethel)
School District 4J (Eugene)
School District 32 (Mapleton)
School District 19 (Springfield)
Siuslaw Soil & Water Cons. Dist.
City of Springfield
Springfield Utility Board
Upper Willamette Soil
  Water Cons. Dist.
City of Veneta
Willamalane Park & Rec. Dist.

CITIZENS' ADVISORY COMMITTEES

Aging
Arts
Comprehensive Health Planning
Coordinating Committee
Criminal Justice Planning
Economic Development
Educational Planning
Housing
Manpower
Metropolitan Study Commission
Natural Resources
Social Services
Transportation Planning

135 SIXTH AVENUE EAST
EUGENE, OREGON 97401
(503) 342-1757

Mr. Fred Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The Transportation Planning Committee of the Lane Council of Governments is concerned with the delay and lack of progress in the development of the North Bank Bikeway along the Willamette River from the Ferry Street Bridge to Valley River. The TPC hereby requests that the State proceed with all deliberate speed to consummate construction.

Sincerely,

Lee Miller

Lee Miller, Chairman
Transportation Planning Committee

184:ds
T:tpc

cc: Lane County Planning Commission
    Eugene Planning Commission

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MAR [illegible] 1973
LOCATION
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STATE HWY ENGR
MAR 9 '73
REFER TO
FOR
Info Answer RPD DIR ✓ Sign Act File

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MAR 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7933

s

March 21, 1973

Ms. Donna Hansen
1291 W. 4th Avenue
Eugene, Oregon

Dear Ms. Hansen:

The City of Eugene, Lane County and the Oregon State Highway Division have been working closely with the planners of the Thunderbird Motel and the Valley River Inn to the end that the Delta Highway-Coburg Road Section of the Willamette Bikeway can become a reality.

We recognize that some considerable period of time has elapsed since the hearing on this proposed bikeway; however, there are many problems to be resolved when there is a limited area in which to construct the Thunderbird and Valley River Inn motel complexes adjacent to the river and still leave adequate space for a bicycle path.

We in the Highway Division recognize your concern with the seemingly endless details and accompanying delay, but please be assured that upon resolution of these problems construction will be undertaken.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

Same letter sent to:

Ms. Arline Deblinger
1600 Lawrence
Eugene, Oregon 97401

Febuary 22, 1973
1291 West 4th Avenue
Eugene, Oregon

Fred Klaboe
Director
State Highway Dept.
Salem, Oregon 97310

Dear Sir,

I am disappointed because the bike path has not been finished. I think we should have the bike path to Valley River finished as soon as possible.

I use the bike path and there are many of my friends and other people who use them.

If there is a path that goes to Valley River, there would be a lot more people riding and going to Valley River. The path is from North Bank Park to Valley River.

I feel very strongly that it needs to be put in.

300 to 500 people use the bike path every day, that is a lot of people.

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STATE HWY ENGR
MAR 12 '73
REFER TO
FOR
Info | Answer | RJD | D/R | Sign | Act | File

RECEIVED
MAR 12 1973
LOCATION SECTION

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MAR 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If we don't get more on to the paths there might be a bigger problem then there already is.

The Valley River Motel is holding the whole thing up for the path and I think they should pay for it.

Sincerely yours,
Donna Hansen

7933

March 19, 1973

Ms. Debby Lance
29 Monroe Street
Eugene, Oregon 97402

Dear Ms. Lance:

In further reply to your correspondence pertaining to the Delta Highway-Coburg Road Section of the Willamette Bikeway, the problem is the clearing of rights of way with the Thunderbird Motel and the Valley River Inn, and one additional ownership. The clearance of these rights of way is contingent upon a zone change, which is under the jurisdiction of the City of Eugene, and the acquisition of the additional parcel which is the responsibility of Lane County. There is no way the Highway Division can shortcut the processes of local government.

The local governmental entities are diligently trying to resolve these problems so that the Highway Division can proceed with the construction of this bikeway.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

VDW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

March 5, 1973
Debby Lance
29 Monroe St.
Eugene, Ore.
97402

The Honorable E.S. Hunter
Eugene Highway Department
Salem, Oregon
97310

Dear Sir,

I received your letter March 3. I appreciate the time you took to write it thank-you.

Since as I stated in my first letter I'm a concerned and frequent bike rider of the Eugene-Springfeild area and the completion of the path linking Eugene and Springfeild to Valley River Shopping Center.

This is why I'm writing you again to ask you what the problems are concerning the completion of the bike path. I feel that my freinds, neighbors and I have a right to know

RECEIVED
MAR 7 1973
LOCATION
SECTION

whats going on concering the path.
I hope you will be as kind to answer my letter again

Yours truley,
Ms. Debby Hance

RECEIVED
MAR 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7933

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 13, 1973

Department of the Army
Portland District Corps of Engineers
Post Office Box 2946
Portland, OR 97208

Gentlemen:

Reference is made to a letter to you, signed by Mr. E. S. Hunter and dated May 5, 1972, transmitting plans and required forms requesting a permit to construct a bicycle path along the Willamette River in the vicinity of River Mile 182. Part of the construction work will be below high water. The proposed bicycle path will be part of the Willamette Bikeway.

After further study and several meetings with the local governmental bodies, it has been determined that it is to the best interest of the public that the bicycle path be extended. Consequently, the path has been extended approximately 1650 feet westerly of the originally proposed west end. Enclosed are sketch maps showing the extension.

We would appreciate your adding this information to the original permit application. If any further information is needed, please contact me.

Very truly yours,

Victor D. Wolfe
Location Engineer

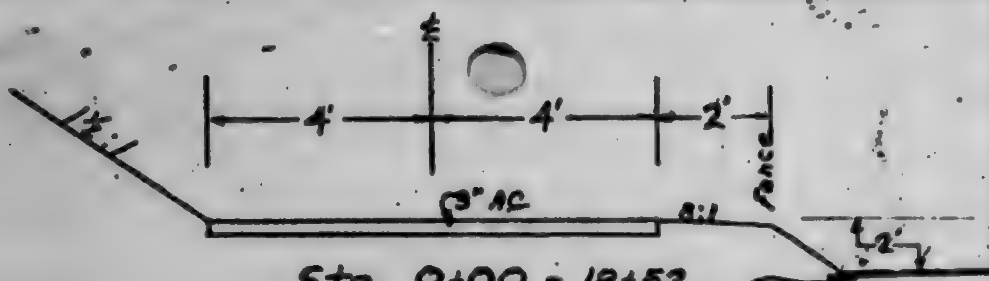
Enclosures

DEK:mc

bc E. S. Hunter (w/att.)
J. H. Versteeg "

NOTED
E. S. HUNTER

RECEIVED
MAR 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



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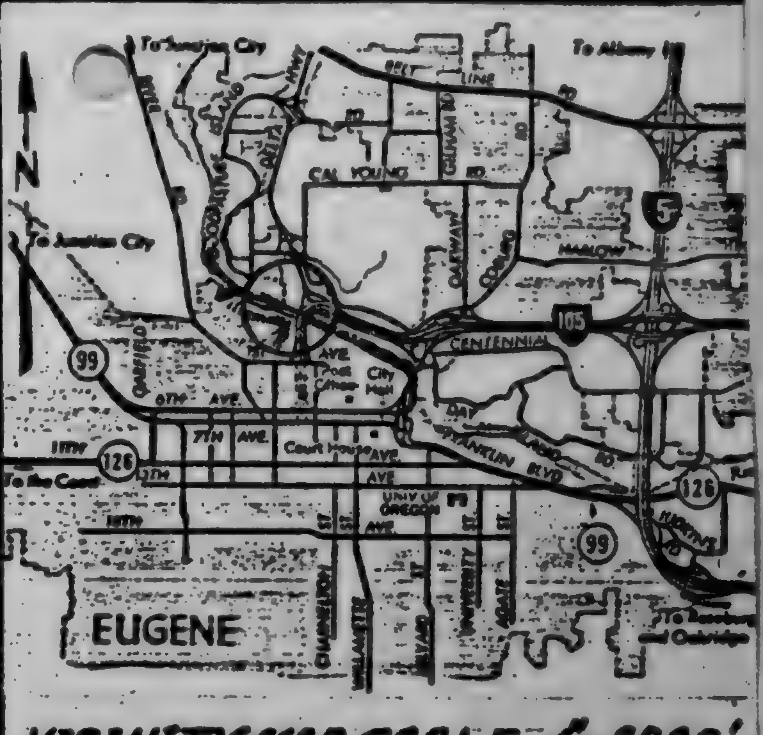
TYPICAL SECTION

Ordinary
high water



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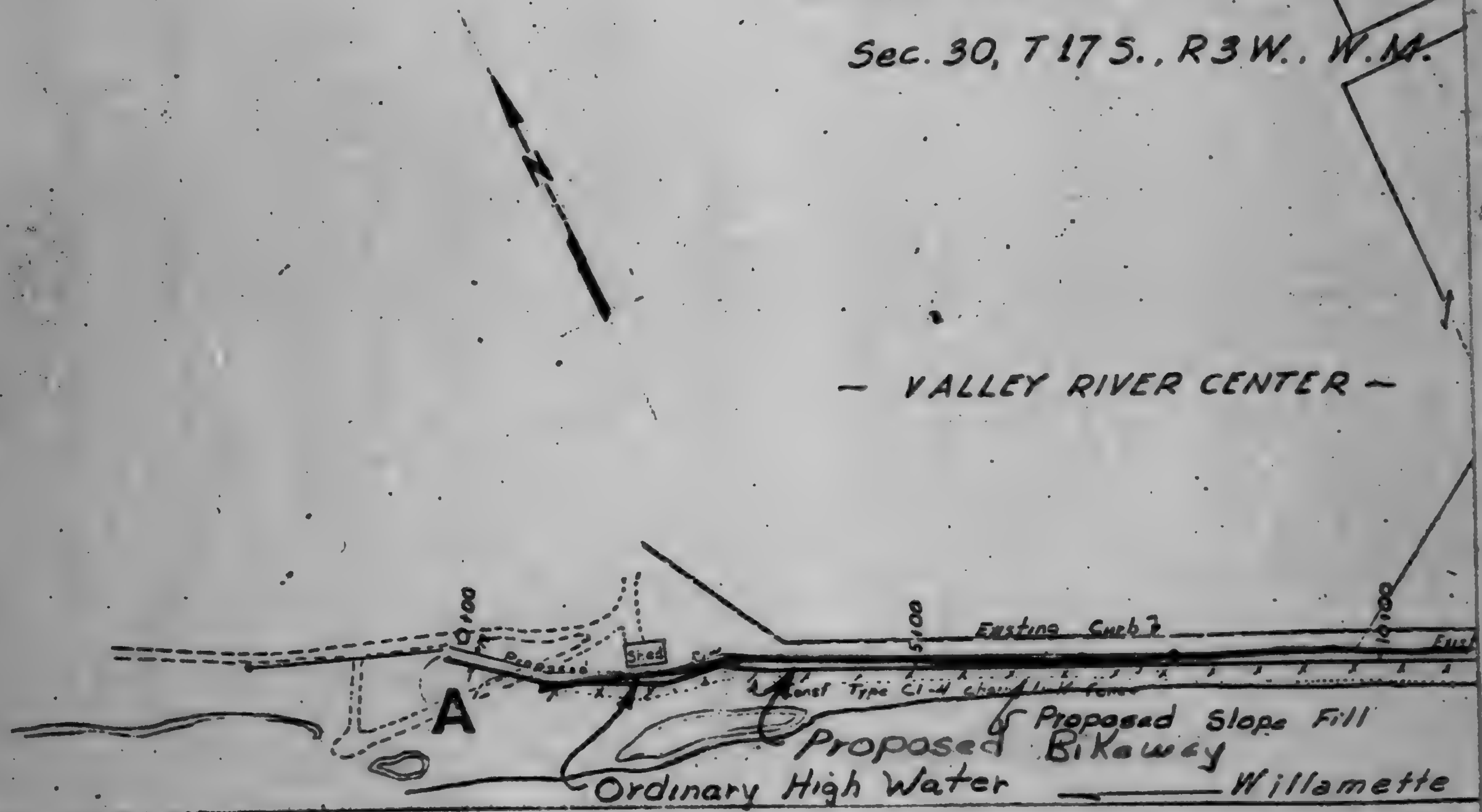
To Junction City
To Albany
To Junction City
CAL YOUNG
HARLOW
5
105
CENTENNIAL
99
7TH AVE
11TH
126
To the Coast
Court House
UNIV. OF OREGON
99
126
EUGENE

VICINITY MAP SCALE 1"=8000'

Sec. 30, T 17 S., R3 W., W.M.



N
— VALLEY RIVER CENTER —
0+00
5+00
10+00
Existing Curb
Shed
Proposed
Type CL-4 chain link fence
A
Proposed Slope Fill
Proposed Bikeway
Ordinary High Water
Willamette
0
200
400
Map Scale

Proposed Fill

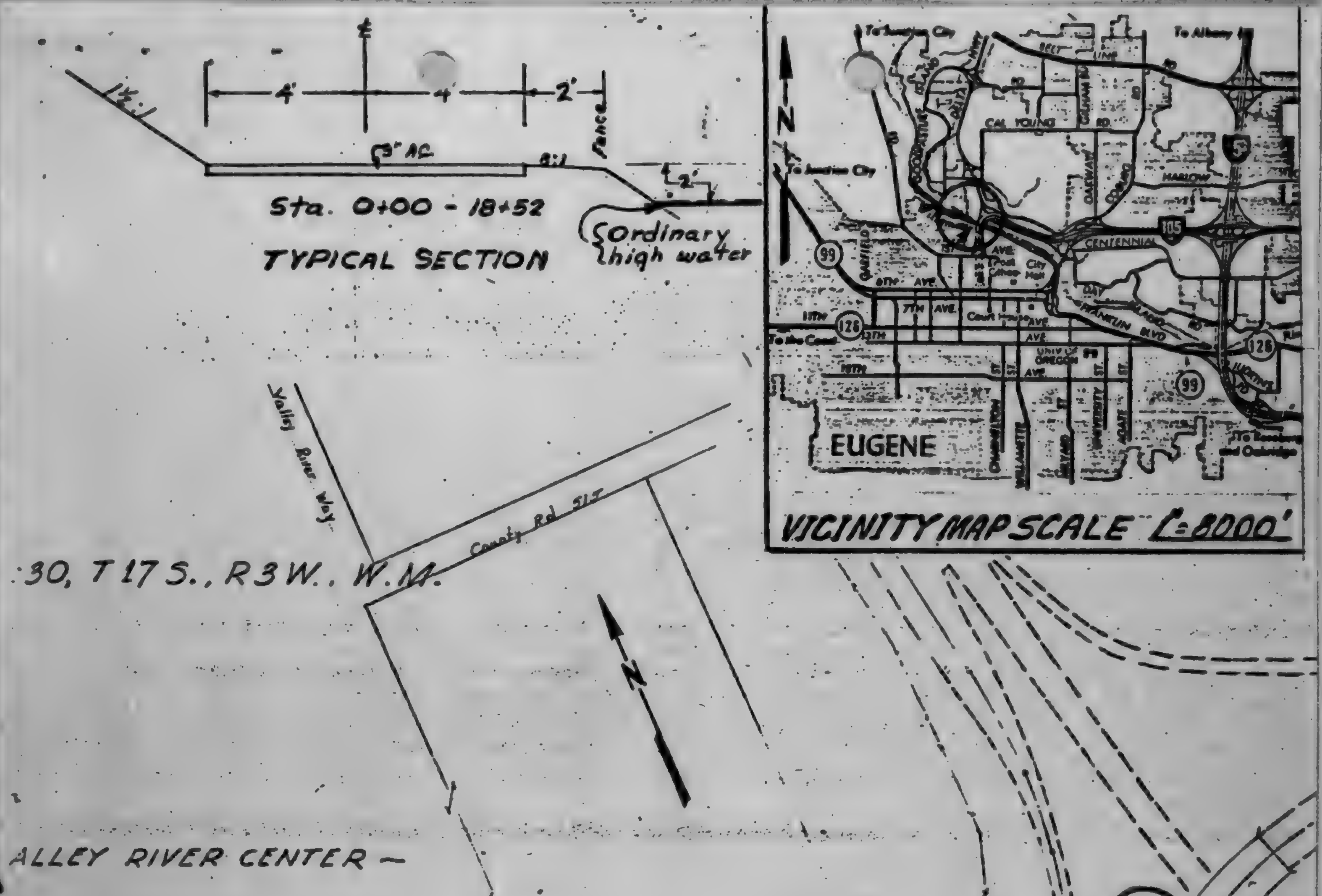
in Willamette River

at Eugene

County of Lane State Ore.

Application by Ore. State Hwy Div

Date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4'
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3" AC
8:1
Fence
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TYPICAL SECTION
Ordinary high water
To Junction City
To Albany
BELT LINE
CAL YOUNG RD.
OAKWAY
CORURG
HARLOW
To Junction City
CENTENNIAL
105
5
99
GARFIELD
1ST AVE.
Post Office
City Hall
6TH AVE.
7TH AVE.
Court House AVE.
11TH
126
13TH AVE.
To the Coast
18TH
AVE.
UNIV OF OREGON
FRANKLIN BLVD
DAY ISLAND RD
126
99
WILLAMETTE
UNIVERSITY ST.
AGATE ST.
To Roseburg and Oakridge
EUGENE
N
VICINITY MAP SCALE 1"=8000'
Valley River Way
County Rd 51T
N
30, T 17 S., R 3 W., W. M.
ALLEY RIVER CENTER –
Existing Curb
Existing R/W
10+00
15+00
Proposed
Ordinary High Water
Proposed Bikeway
℄ Proposed Slope Line
Willamette River
B
0
200
400
Map Scale

Proposed Fill

In Willamette River
at Eugene
County of Lane State Ore.
Application by Ore. State Hwy Div
________ Date

RECEIVED
MAY 8 - 1972
FOR FILING

May 5, 1972

Department of the Army
Portland District Corps of Engineer
Post Office Box 2946
Portland, Oregon 97208

Gentlemen:

Reference is made to your April 7 letter (NPPND-MI-P) to Mr. H. E. Mayfield, our Resident Engineer in Eugene, in regard to alleged activities involving the Willamette River at or near River Mile 179.

We have a bicycle path project in the vicinity of River Mile 182 and are attaching four prints of plan and cross sections along with the required forms. The project is known as the Delta Highway-Coburg Road Section of the Willamette Bikeway.

We would appreciate your early attention to this matter and if further information is required, please communicate directly with Mr. Victor D. Wolfe, Location Engineer, Oregon State Highway Division, Highway Building, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

Enclosures

GCW:jp jf

bc: Tom Edwards
F. B. Klaboe
L. H. Young
V. D. Wolfe
J. H. Versteeg

142

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-MI-P

7 April 1972

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. H. E. Mayfield
Oregon State Highway Dept.
2141 E. 15th Avenue
Eugene, Oregon 97403

We have reason to believe that you are now, or have, engaged in construction and/or maintenance of a bicycle path below ordinary high water, located at or near river mile 179 in the Willamette River, which is a navigable water of the United States. Under Section 10 of the River and Harbor Act of 3 March 1899 (30 Stat. 1151; 33 U.S.C. 403), "it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States . . . except on plans recommended by the Chief of Engineers and authorized by the Secretary of the Army; and it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or inclosure within the limits of any breakwater, or of the channel of any navigable water of the United States unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of the Army prior to beginning the same."

To conduct this activity legally, a Department of the Army permit is required. We find no record of a permit for this activity so it is therefore considered to be in violation of the above-cited law. Violators may be subject to prosecution which could result in a fine or imprisonment, or both, as provided by Section 12 of the above-cited Act (30 Stat. 1151; 33 U.S.C. 406).

We are endeavoring to bring all existing structures under permit as required by the law and to insure that current activities riverward of the ordinary high water bankline are conducted under a valid permit. To this end, the inclosed pamphlet is furnished you describing the procedure to be followed in applying for the required Department of the Army permit. We urge your prompt attention to this matter and request a response outlining your intentions within thirty (30) days of the date of this letter. Please use the form letter inclosed to transmit your application.

Should you require assistance, you may contact the Permit Section, Navigation Division, at the above address, or telephone (503) 777-4441 extension 365.

Sincerely yours,

F R Brockschink
for GEORGE E. HYDE
Chief, Navigation Division

4 Incls.
1. Permits for Work in
   Navigable Waters
2. Application form
3. How to use Appl. form
4. Letter of transmittal

NPPND-MI-P
Section 10

Applicant

To expedite the processing of permit applications, we have compiled a list of conditions that various state and Federal agencies have required applicants to agree to prior to the agency approving of the work requested in an application for a Department of the Army permit. If you agree to the conditions checked below, pertinent to your proposed work, please sign one copy and return with your application.

☒ 1. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

☐ n/a 2. All piling and lumber treated with creosote or other protective material will be completely dry before use in or near the waterway.

☒ 3. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

☒ 4. Slope of the riprap, bank, or excavation, etc. will be no steeper or flatter than 2 -foot horizontal to 1 -foot vertical.

☒ 5. Only clean, durable riprap will be used.

☐ n/a 6. All areas along the bank disturbed or newly created by the dredging activity will be seeded, riprapped or given some other equivalent type of protection against subsequent erosion.

☒ 7. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

☐ 8. Not less than 2 weeks (period of time) prior to the commencement of placing fill (describe the work feature such as "dredging"), the permittee shall notify Corps of Engineers (governmental agency) of such commencement.

☐ n/a 9. Excavation or dredging shall be conducted behind a berm of sufficient size to isolate the operation from the free flowing stream.

☐ n/a 10. Dredging shall be limited to the period from ____________ to ____________, and from ____________ to ____________.

☐ n/a 11. Land disposal of dredging spoils will be accomplished behind adequately maintained protective berms which will prevent the materials from returning to the waterway.

☐ 12. If a bucket dredge of any type, including but not limited to grab or clamshell, dipper, dragline or backhaul bucket, is used, all digging passes of the bucket shall be completed without any material once in the bucket, being returned to the wetted area except as approved.
n/a

☐ 13. If a hydraulic dredge is used, the dredge is to be operated with the intake on or below the surface of the material being removed.
n/a

☐ 14. Backwashing of the hydraulic dredge intake line is to be held to an absolute minimum and, when backwashing is necessary, the intake be raised no more than ________ feet above the bed material.
n/a

☐ 15. Waste water from hydraulic dredging operations shall comply with appropriate water quality standards.
n/a

I agree to conditions No. 1, 3, 4, 5, 7, 8
as checked above pertinent to my proposed work.

E.S. Hunter, Ass't State Hwy Engineer
Name
Oregon State Highway Division, Salem, Or.
Address
May 3, 1972
Date

FORM APPROVED
OMB NO. 49-R 0408

DEPARTMENT OF THE ARMY, CORPS OF ENGINEERS

APPLICATION FOR PERMIT TO DISCHARGE OR WORK IN NAVIGABLE WATERS AND THEIR TRIBUTARIES

SECTION I. GENERAL INFORMATION	**1. State** O R	**Application Number (to be assigned by Corps of Engineers)** — — — Div. — — — Dist. — Type — — — — — — Sequence No.

2. Name of applicant and title of signing official
Oregon State Highway Division
E.S. Hunter, Assistant State Highway Engineer

3. Mailing address of applicant
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

4. Name, address, telephone number and title of applicant's authorized agent for permit application coordination and correspondence.
N/A

NOTE TO APPLICANT: Refer to the pamphlet entitled "Permits for Work and Structures in and for Discharges or Deposits into Navigable Waters" before attempting to complete this form.

Required Information

a. All information contained in this application will, upon request, be made available to the public for inspection and copying. A separate sheet entitled "Confidential Answers" must be used to set out information which is considered by the applicant to constitute trade secrets or commercial or financial information of a confidential nature. The information must clearly indicate the item number to which it applies. Confidential treatment can be considered only for that information for which a specific written request of confidentiality has been made on the attached sheet. However, in no event will identification of the contents and frequency of a discharge be recognized as confidential or privileged information.

b. The applicant shall furnish such supplementary information as is required by the District Engineer in order to evaluate fully an application.

c. If additional space is needed for a complete response to any item on this form, attach a sheet entitled "Additional Information." Indicate on that sheet the item numbers to which answers apply.

d. Drawings required by items 20 and 21 should be attached to this application. Other papers which must be attached to this application include, if applicable, copies of a water quality certification or a written communication which describes water quality impact (see Item 22 and Item 10 of Section II below), the additional information sheet(s) in "c" above, and the confidential information sheet described in "a" above.

Fees

If any discharge or deposit is involved, an application fee of $100 must be submitted with this application. An additional $50 is required for each additional point of discharge or deposit.

Signature

a. If a discharge is involved, an application submitted by a corporation must be signed by the principal executive officer of that corporation or by an official of the rank of corporate vice president or above who reports directly to such principal executive officer and who has been designated by the principal executive officer to make such applications on behalf of the corporation. In the case of a partnership or a sole proprietorship, the application must be signed by a general partner or the proprietor. Other signature requirements are discussed in the pamphlet.

b. If no discharge is involved, an application may be signed by the applicant or his authorized agent.

Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate.

✓ E S Hunter
Signature of Applicant

18 U.S.C. Section 1001 provides that:

Whoever, in any matter within the jurisdiction of any department or agency of the United States knowingly and wilfully falsifies, conceals or covers up by any trick, scheme, or device a material fact, or makes any false, fictitious or fraudulent statements or representations, or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than five years, or both.

FOR CORPS OF ENGINEERS USE ONLY

Acronym name of applicant ____________________

Are discharge structures
Major? ☐ Minor? ☐ N/A? ☐

	day	mo	yr
Date received, form not complete	— —	— — —	— —
Date received, form complete but without certificate	— —	— — —	— —
Date received, form complete	— —	— — —	— —
Date of Cert./Ltr.	— —	— — —	— —
Date sent to EPA, form not complete	— —	— — —	— —
Date sent to EPA, NOAA, D/I, AEC, FPC in complete form	— —	— — —	— —

5. Date
May 1 1972
mo day yr

(Office use on

6. Check type of application:
a. Original ☒ b. Revision ☐

7. Number of original application

8. Name of facility where discharge or construction will occur.
Delta Highway-Coburg Road (Eugene) Section
Willamette Bikeway, Lane County

9. Full mailing address of facility named in item 8 above.
Project is along the northerly shore of the Willamette River between the Ferry Street Bridge and the Jefferson Street Bridge in Eugene, Oregon, Lane County

10. Names and mailing addresses of all adjoining property owners whose property also adjoins the waterway.
Oregon State Highway Division, Salem, Oregon
G. Zellner, Eugene, Oregon

11. Check to indicate the nature of the proposed activity:
a. Dredging ☐ b. Construction ☒ c. Construction with Discharge ☐ b. Discharge only ☐

12. If activity is temporary in nature, estimate its duration in months.
Permanent

If application is for a discharge:

13. List intake sources N/A

Source	Estimated Volume in Million Gallons Per day or Fraction Thereof
Municipal or private water supply system	___ ___ ___ ___.___ ___
Surface water body	___ ___ ___ ___.___ ___
Ground water	___ ___ ___ ___.___ ___
Other	___ ___ ___ ___.___ ___

14. Describe water usage within the plant N/A

Type	Estimated Volume in Million Gallons Per day or Fraction Thereof
Cooling water	___ ___ ___ ___.___ ___
Boiler Feed water	___ ___ ___ ___.___ ___
Process water	___ ___ ___ ___.___ ___
Sanitary system*	___ ___ ___ ___.___ ___
Other	___ ___ ___ ___.___ ___

15. List volume of discharges or losses other than into navigable waters. N/A

Type	Estimated Volume in Million Gallons Per day or Fraction Thereof
Municipal waste treatment system	___ ___ ___ ___.___ ___
Surface containment	___ ___ ___ ___.___ ___
Underground disposal	___ ___ ___ ___.___ ___
Waste Acceptance firms	___ ___ ___ ___.___ ___
Evaporation	___ ___ ___ ___.___ ___
Consumption	___ ___ ___ ___.___ ___

* Indicate number employees served per day ________

If structures exist, or dredging, filling o[illegible]r construction will occur, the precise location of the activity must be described.

(Office use

a. Name the corporate boundaries within which the structures exist or the activity will occur.

16. State Oregon
17. County Lane
18. City or Town Eugene

b. Name of waterway at the location of the activity

19. Willamette River

20. Maps and sketches which show the location and character of each structure or activity, including any and all outfall devices, dispersive devices, and non-structural points of discharge, must be attached to this application.

21. For construction or work in navigable waters for which a separate permit is sought under 33 U.S.C. 403, the character of each structure must be fully shown on detailed plans to be submitted with this application. Note on the drawings those structures for which separate discharge information (Section II of this form) has been submitted.

22. List all approvals or denials granted by Federal, Interstate, State or local agencies for any structures, construction, discharges or deposits described in this application.

Type of document	Id. No.	Date	Issuing Agency
N/A			

23. Check if facility existed or was lawfully under construction prior to April 3, 1970. ☐

24. If dredging or filling will occur:

State the type of materials involved, their volume in cubic yards, and the proposed method of measurement.

Loose Rip Rap (Class 700) = 1700 cu yd
Aggregate Base Material = 250 cu yd
Asphaltic Concrete = 120 cu yd
Common Embankment Material = 300 cu yd

25. Describe the proposed method of instrumentation which will be used to measure the volume of any solids which may be deposited and to determine its effect upon the waterway.

The amount of material placed will be determined by actual measurement at the time of placement. Because the encroachment below ordinary highwater is minor, the effect upon the waterway will be insignificant.

26. State rates and periods of deposition described in Item 25.

All material to be deposited in 1972.

ENG FORM 4345
MAY 71

U. S. GOVERNMENT PRINTING OFFICE : 1971 O - 427- 274

TO:

District Engineer
Portland District, Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

ATTN: Navigation Division
Maintenance, Inspection &
Permits Branch

Ref. Date: 7 April 1972

FROM:

~~Mr. H. K. Mayfield~~
~~Oregon State Highway Dept.~~
~~2141 E. 15th Avenue~~
~~Eugene, Oregon 97403~~

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Building
Highway Building
Salem, Oregon 97310

I have inclosed my permit application for construction and/or maintenance of a bicycle path below ordinary high water located at or near river mile ~~[illegible]~~ 182 in the Willamette River. The application is for the following activity (check one):

☐ Existing Feature
☒ Proposed New Work
☐ Combination of above

Incl.
Permit Application

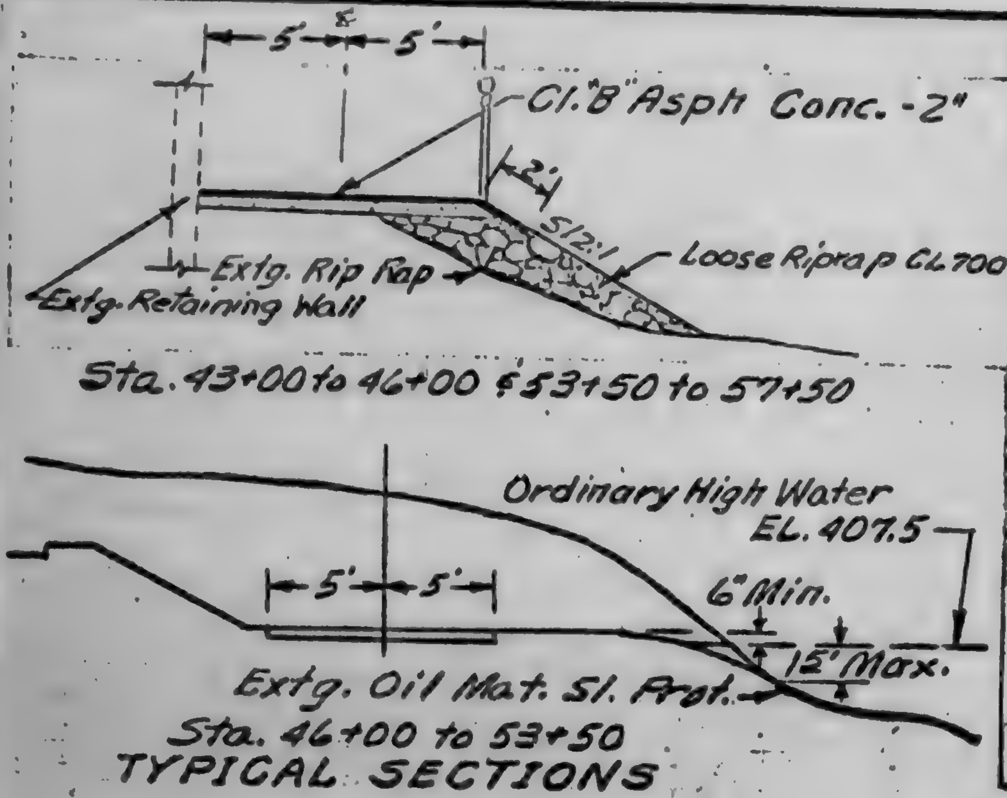
E S Hunter
Signature E. S. Hunter

5-5-72
Date of Signature

378-6888
Telephone Number

NPP FL 96-1
July 1971

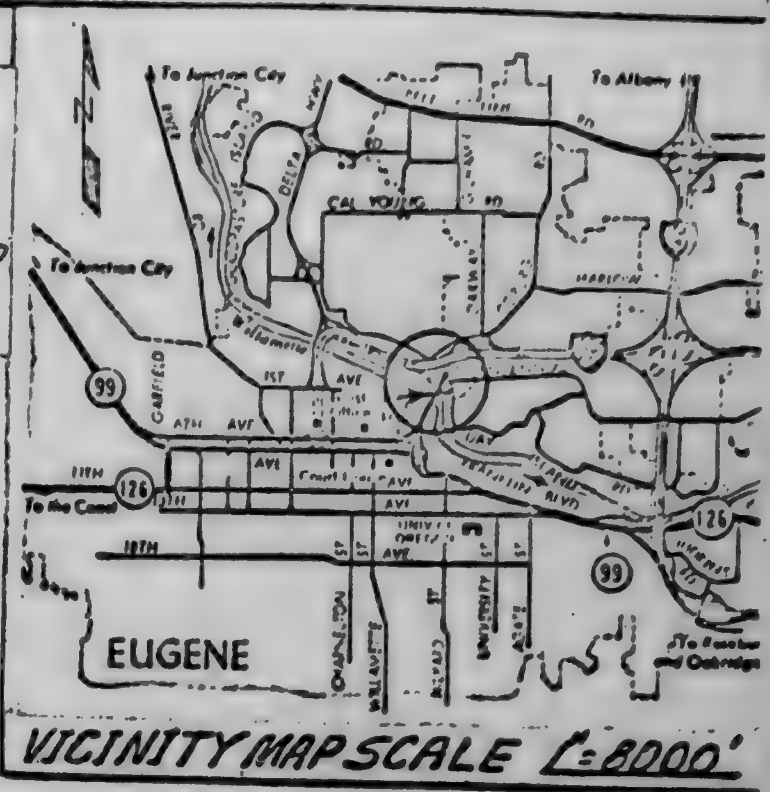
TRANSMITTAL LETTER FOR PERMIT APPLICATION


5'
5'
Cl. B Asph. Conc. - 2"
2'
5/2:1
Loose Riprap CL 700
Extg. Rip Rap
Extg. Retaining Wall
Ordinary High Water
EL. 407.5
5'
5'
6" Min.
12" Max.
Extg. Oil Mat. Sl. Prot.

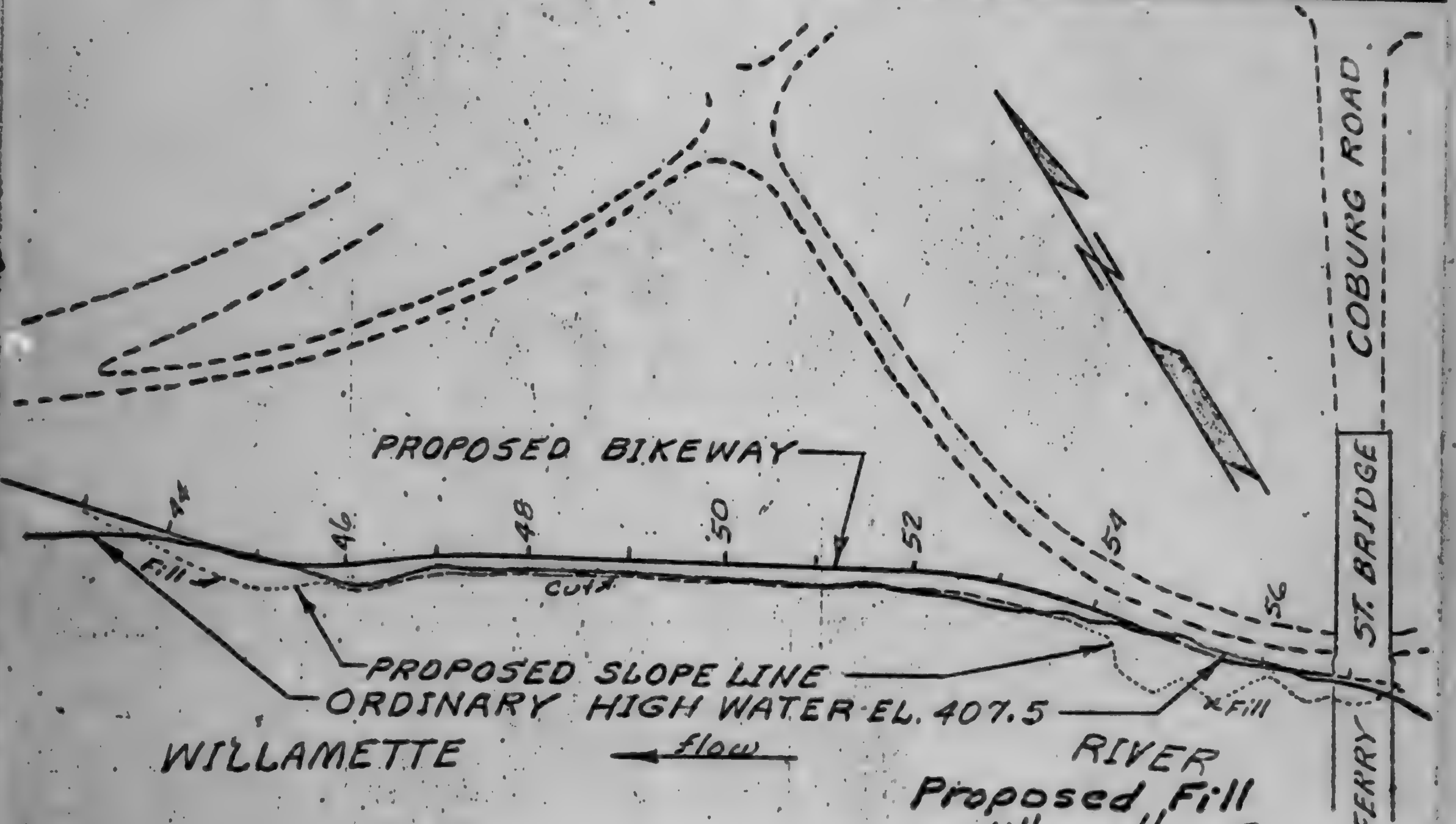
Sta. 43+00 to 46+00 & 53+50 to 57+50

Sta. 46+00 to 53+50

TYPICAL SECTIONS

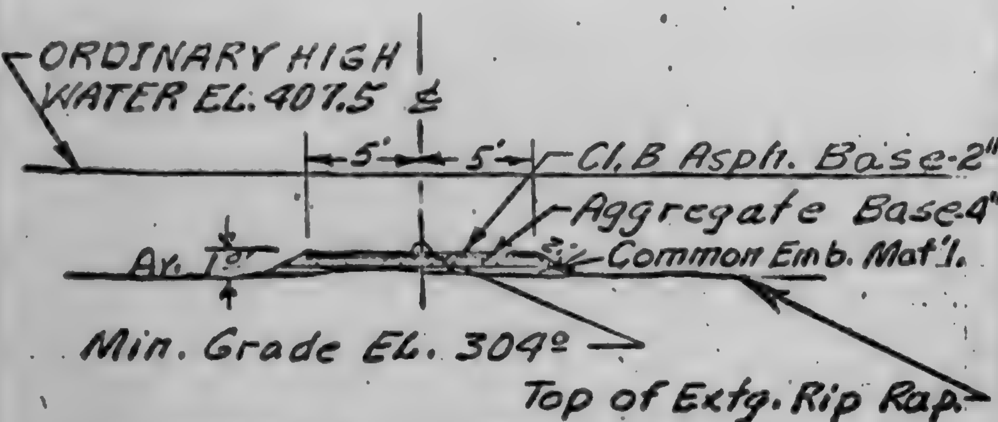

N
To Junction City
To Albany
To Junction City
DELTA
CAL YOUNG
HARLOW
Willamette
GARFIELD
99
1ST
AVE
6TH AVE
11TH
126
To the Coast
13TH
18TH
AVE
FRANKLIN BLVD
UNIVERSITY OF OREGON
CHARNELTON
WILLAMETTE
ALDER
UNIVERSITY
AGATE
99
126
To Roseburg and Oakridge
EUGENE

VICINITY MAP SCALE 1"=8000'

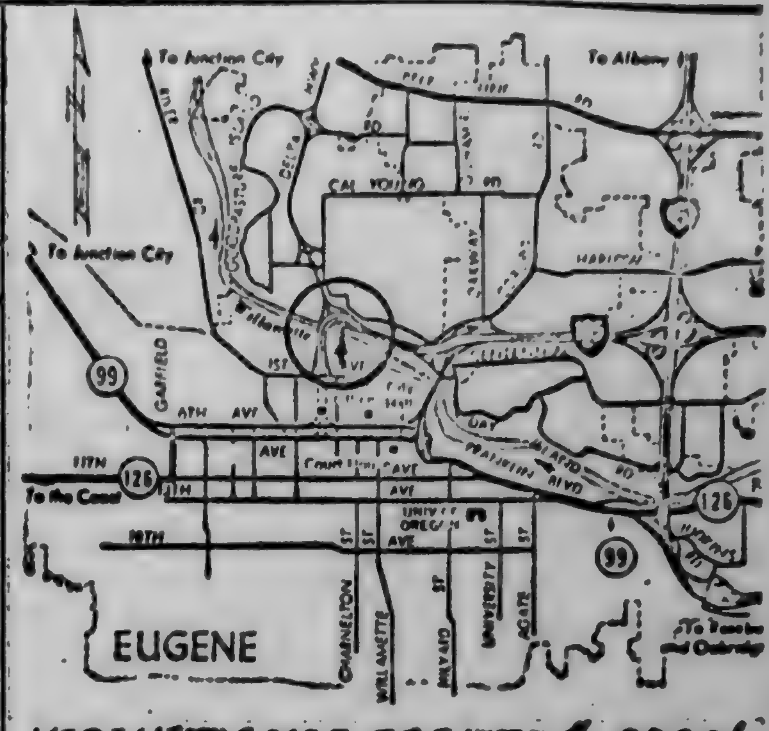

N
COBURG ROAD
PROPOSED BIKEWAY
44
46
48
50
52
54
56
Fill
Cut
Fill
PROPOSED SLOPE LINE
ORDINARY HIGH WATER EL. 407.5
WILLAMETTE
flow
RIVER
FERRY ST. BRIDGE

0 100' 200' 300'
Map Scale

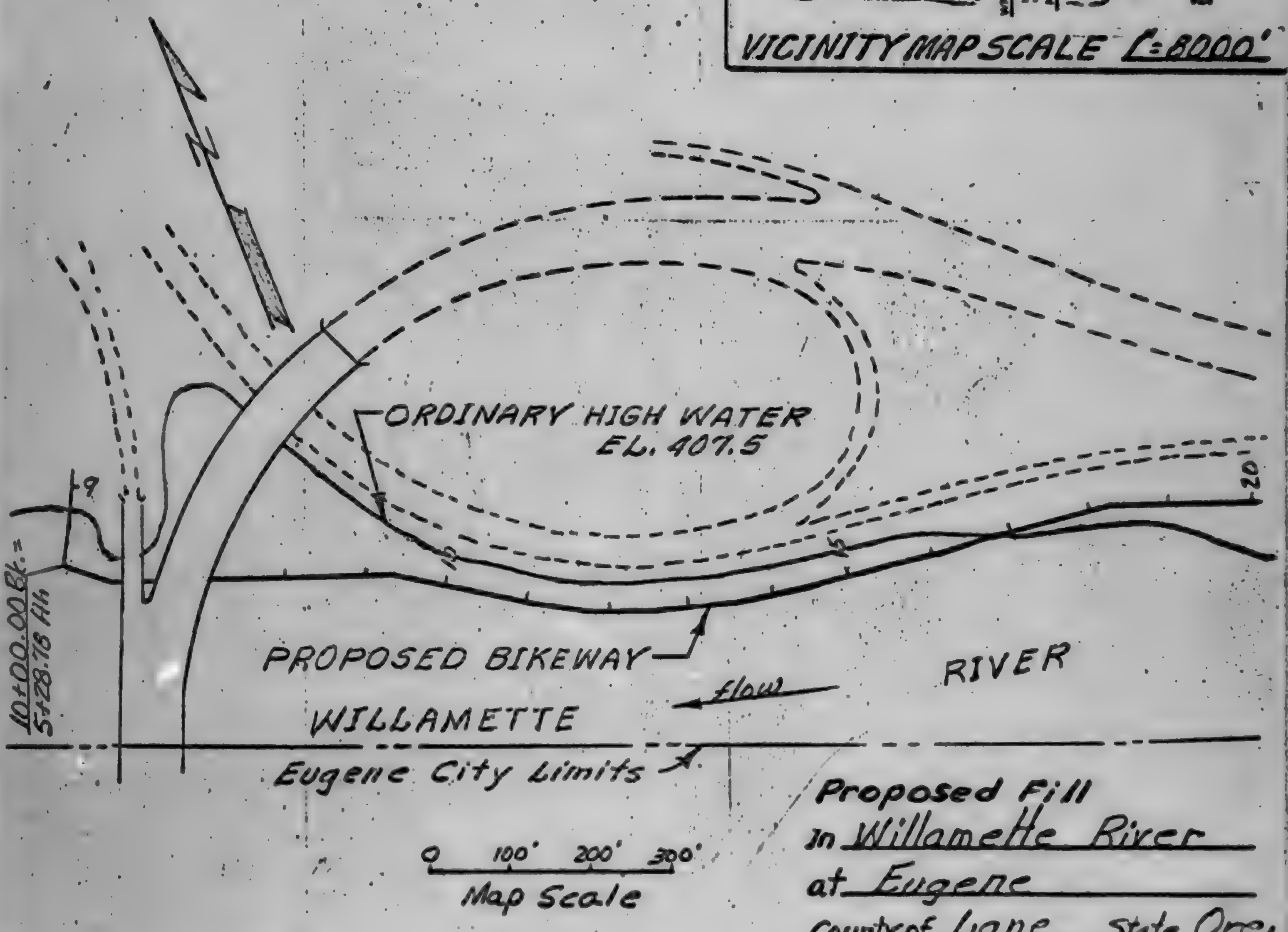
Proposed Fill
In Willamette River
at Eugene
County of Lane State Ore.
Application by Ore. State Hwy Div
May 2, 1972 Date


ORDINARY HIGH WATER EL. 407.5
℄
5'
5'
Cl. B Asph. Base-2"
Aggregate Base 4"
Common Emb. Mat'l.
Av. 1'±
Min. Grade EL. 304±
Top of Extg. Rip Rap.

TYPICAL SECTION
Sta. 9+50 - 10+00.00 Bk. / 5+28.78 Ah. - 17+00


To Junction City
To Albany
To Junction City
99
126
99
126
GARFIELD
EUGENE
CHARNELTON
WILLAMETTE
UNIVERSITY
To the Coast

VICINITY MAP SCALE 1"=8000'


9
ORDINARY HIGH WATER EL. 407.5
20
10+00.00 Bk. = 5+28.78 Ah.
PROPOSED BIKEWAY
RIVER
flow
WILLAMETTE
Eugene City Limits
0 100' 200' 300'
Map Scale

Proposed Fill
In Willamette River
at Eugene
County of Lane State Ore.
Application by Ore. State Hwy Div
May 2, 1972 Date

7455

Letter sent [illegible] reply to letters RE: THE [illegible]LTA HIGHWAY-COBURG ROAD SECTION OF THE WILLAMETTE BIKEWAY.

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 12, 1973

Mr. Chuck Haddad
2019 Law Lane
Eugene, Oregon 97401

Dear Mr. Haddad:

The City of Eugene, Lane County, and the Oregon State Highway Division have been working closely with the planners of the Thunderbird Motel and the Valley River Inn so that the Delta Highway-Coburg Road Section of the Willamette Bikeway can become a reality.

It is recognized that considerable time has elapsed since the public hearing on this proposed bikeway. There are many problems to be resolved, however, since there is a limited area in which to construct the motel complexes adjacent to the river and still leave adequate space for a bicycle path.

I recognize your concern with the seemingly endless detail and delay but assure you that once these problems are resolved, the bicycle path construction will be undertaken.

Sincerely

Governor

TM:ss

RECEIVED
STATE HWY ENGR
MAR 14 73
REFER TO
FOR

RECEIVED
MAR 13 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

COPY

We Have approximately
13 letters having To do with
[illegible] the subject

MRS. MAE McVAY
OFFICE OF THE GOVERNOR

of these 3
letters - Could you do a

The attached letter would seem to be a concern of your department. The Governor would appreciate your drafting a suggested reply for his signature (on plain paper, double-spaced) which would answer this letter in the appropriate manner.

Thank you for your assistance.

draft for the MC?

Mae

2.27.73 Ha[illegible]d to Hwy

FEB 27 1973

Chuck Haddad
2019 Law lane
Eugene, Oregon
97401

February 23, 1973

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Sir;

Being a concerned citizen and bike rider, I am dissappointed about the delay in completion of the Valley River extension of the Alton Baker bike path.

I use the present bike path and know many people who also use it. I feel that the present route to Valley River by way of Country Club Road is unsafe, having been run off the road there many times.

The path would be profitable to Valley River, as many shoppers would use it.

I feel that any additional costs to route the path around the Valley River Motel should be paid by the owner , as he knew that the path would go there when he started building.

I trust that this problem will receive your immediate attention.

Sincerely,

RECEIVED
FEB 28 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

2.27.73 Burke to Hwy.

FEB 27 1973

459 Roan Drive
Eugene, Oregon
February 22, 1973

Hwy

The Honorable Tom McCall
Governor of Oregon
State Captial
Salem, Oregon 97310

RECEIVED
FEB 28 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

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STATE HWY ENGR
FEB 28 73
REFER TO
FOR
Info
Invs
R/D
D/R
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RECEIVED
FEB 28 1973
LOCATION
SECTION

Dear Sir:

Being a frequent bicycle rider in the Eugene area, I am very concerned about the bicycling conditions of Eugene, particutarly the bicycle path from Alton Baker Park to the proposed path to the Valley River Shopping center. I am very dissappointed that this path is only half done and the extension to Valley River is in danger of not being completed. The problem is that the Valley River Motel was built to close to the bank of the Willamette river where the bicycle path was going to run. The builder of the motel had full knowledge of the construction of the bicycle path which was proposed in August of 71. This path if completed will be used for transportation and recreation every day. The use of the path is up to 300 to 400 people a day. I am sure you make some attempt to solve this problem.

Sincerely yours,
Mary Burke

2.27.73 Floy[illegible] to Hwy.

John

2836 Willakenzie
Eugene, Oregon 97401
February 22, 1973

Dear Sir:

In August of 1971, plans for an extentsion of Alton Baker Park bike path in Eugene were finalized but nothing was done to start it. The path would run to Valley River Shopping Center along the bank of the Willamette River.

Many bicyclists were **eagerly** looking forward to using the path to shop at the center and we are disappointed that nothing has been done.

The State Highway Department feels that the path is not being used but the counter ther says that from 300 to 400 people use it every day to and from work, schools, and shopping errands.

The main problem is that the Valley River Motel that is being built is being built too close to the river bank for a comfortably wide bike path to run. To make it wider, $50,000 worth of fill must be dumped into the river.

This matter is of vital importance to me and to many others in the Eugene-Springfield area. I do hope our concern is not wasted.

Very sincerely,

Candy Floyd

Miss Candy Floyd

RECEIVED
FEB 28 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

2.26.73 Luna to Highway

February 22, 1973
2295 Sandy Drive
Eugene, Oregon 97401

Dear Sir,

I am writing you as a concerned citizen to express my feelings about the bike path that was passed in August of 71. The path was to extend from Ferry Street Bridge to the Valley River Center. The path is suppose to be completed this summer but very little work has been done on the path. It would almost be impossible to complete the path on time now.

Also, the path is designed to follow the river right into the Center. But the manger of Valley River has bought the land rights for a piece of land on that area and plans to build the Valley River Hotel with in 8 feet of the river bank. This would make it cost thousands of dollars more.

I myself would use the path and am sure that others would too.

If the path were completed it would make it alot safer for bicyclist to get to and from the Valley River Center.

I really am concerned and am sure that rapid reactions will be taken.

Sincerely,

Tom Luna
Tom Luna

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FEB 28 1973
LOCATION SECTION

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STATE HWY ENGR
FEB 27 '73
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FOR

Info	Inves	R/D	DIR	Sign	Act	File

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FEB 27 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

FEB 26 1973

RECEIVED
FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7933

March 7, 1973

Miss Jamie Wolcott
806 Wincant Street
Eugene, Oregon 97401

Dear Miss Wolcott:

The City of Eugene, Lane County and the Oregon State Highway Division have been working closely with the planners of the Thunderbird Motel and the Valley River Inn to the end that the Delta Highway-Coburg Road Section of the Willamette Bikeway can become a reality.

We recognize that some considerable period of time has elapsed since the hearing on this proposed bikeway; however, there are many problems to be resolved when there is a limited area in which to construct the Thunderbird Motel and Valley River Inn motel complexes adjacent to the river and still leave adequate space for a bicycle path.

We in the Highway Division recognize your concern with the seemingly endless details and accompanying delay, but please be assured that upon resolution of these problems construction will be undertaken.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

VDW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

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STATE HWY ENGR

MAR 7 '73

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

February 21, 1973
806 Vincent Street
Eugene, Oregon 97401

Mr. Fred Klaboe
State Highway Department
Salem, Oregon 97310

Dear Sir:

As a concerned bicycle rider, I am very disappointed in the put off of the Alton Baker Park, Valley River bike path. Myself and many others are very upset that this path hasn't been completed. It was planned in August 1971 and has still been delayed. I would use the bike path, and I know many others would use it with me. Many shoppers would prefer to ride their bikes to Valley River rather than ~~the~~ use a car, but its just to dangerous on the narrow streets. Also the Valley River Motel has built right in the way of the bike path, but it is possible to build a bike path next to it safely. I hope that this letter will receive your quick attention.

Thank you so
much

Miss Jamie Walcott

7933

March 7, 1973

Charles B. Koch, M.D.
Eugene Hospital & Clinic
1162 Willamette Street
Eugene, Oregon 97401

Dear Dr. Koch:

The City of Eugene, Lane County and the Oregon State Highway Division have been working closely with the planners of the Thunderbird Motel and the Valley River Inn to the end that the Delta Highway-Coburg Road Section of the Willamette Bikeway can become a reality.

We recognize that some considerable period of time has elapsed since the hearing on this proposed bikeway; however, there are many problems to be resolved when there is a limited area in which to construct the Thunderbird Motel and Valley River Inn motel complexes adjacent to the river and still leave adequate space for a bicycle path.

We in the Highway Division recognize your concern with the seemingly endless details and accompanying delay, but please be assured that upon resolution of these problems construction will be undertaken.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

VDW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

Same letter sent to:
Winston E. Maxwell, M.D.
633 East Eleventh Avenue
Eugene, Oregon 97401

Harold C. Rockey, M.D.
709 Eugene Medical Center
132 East Broadway
Eugene, Oregon 97401

DRS. MILLER, JOHNSTON AND MAXWELL, P.C.
PHYSICIANS
DIPLOMATES OF THE AMERICAN BOARD OF INTERNAL MEDICINE

WM. RICHEY MILLER, M.D., F.A.C.P.
HUGH B. JOHNSTON, M.D.
WINSTON E. MAXWELL, M.D.

633 EAST ELEVENTH AVENUE
EUGENE, OREGON 97401
TELEPHONE 345-0388

March 2, 1973

Mr. Fred Klaboe
State Highway Director
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

I am writing this letter in support of the propsed Willamette Bikeway. I am chairman of the Lane County Medical Society Committee for encouraging bicycle use in Eugene. I am a regular bicycle commuter as are several other doctors.

The pathway in the Alton Baker Park is an outstanding facility for the community. Many families and individuals are using it for recreation. Except for the odors around the dump, it is a very pleasant trip. The extension of the Willamette Bikeway over towards the Valley River shopping area would make this route not only one for relaxation, but add a transportation route to the VAlley River area. At the present time this is a difficult area to approach on a bicycle safely because of the heavy traffic patterns and high speed freeways.

I would like very much to recommend that the proposed river bank pedestrian bikeway between the Ferry Street bridge and Valley River be given the priority it deserves.

Biking is definitely in in Eugene and its use should be encouraged as it is going to be an asset to the community, both from a recreational and a transportation standpoint.

Your attention to this would be certainly appreciated.

Sincerely,

WMaxwell

Winston E. Maxwell, M. D.

WEM/eb

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MAR 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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STATE HWY ENGR
MAR 5 '73
REFER TO

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

PHYSICIANS AND SURGEONS
INTERNAL MEDICINE
THOS. A. McKENZIE, M.D
D L ENGLAND, M D
DONALD E REMLINGER, M.D
JOSEPH A. CALLAN M.D
FREDERICK L. BENOIT, M.D.
BYRON U MUSA, M D
STEPHEN F BIRSKOVICH JR., M D.
RICHARD A LOESCHER, M D
GENERAL PRACTICE
T A KERNS, M.D
GEORGE W TELLER, M D
CHARLES B KOCH M D
LARRY W. HIRONS M D
ORTHOPEDIC SURGERY
JAMES W BROOKE M D
GEORGE R HARPER, M.D
FREDRIC W DAVIS, M D
SURGERY
C. D THOMPSON, M D
F. J WOOLIEVER M D
WM R FRENCH, M D
ROGER L MEHL, M D
UROLOGY
JAMES A. BRADLEY, M.D.
ROBERT C. LOOMIS, M D.
DONALD J O'BRIEN, M.D

EUGENE HOSPITAL & CLINIC
1162 WILLAMETTE STREET — EUGENE, OREGON - 97401
TELEPHONE 345-4321

PHYSICIANS AND SURGEONS
OBSTETRICS AND GYNECOLOGY
GEORGE F WILL, JR., M.D.
EDWARD H BRITTAIN, M D
PROCTOLOGY
L D LESLIE, M D
PEDIATRICS
THOMAS L W ROE M D
MICHAEL R DUNN M D.
OTOLARYNGOLOGY
G. WALLACE JOHANSEN, M D.
DERMATOLOGY
DONALD G MOYER, M.D.
RADIOLOGY
DANIEL HERYFORD, M.D.
G. PATRICK McLEAN, M.D.
ANESTHESIOLOGY
JOSEPH McCAMMON, M D.
PATHOLOGY
E D. FURRER, M D.
ADMINISTRATION
DONALD A DENNESON

February 27, 1973

Mr. Fred Klaboe
Director
Oregon State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

I live in the Willagillespie area outside of Eugene. I am a physician at the Eugene Hospital and Clinic, and for reasons I consider sound, prefer to ride my bicycle three miles one way to work each day. From November through March I cannot do this because of the short days, also because I fear riding in the dark on Country Club Road, a narrow road with no shoulders.

I feel the responsible parties who planned and built the Washington-Jefferson Bridge were short-sighted in not putting a pedestrian and bicycle crossing on it, but I would gladly forgive them if they would complete the bicycle path from Valley River Center through Alton Baker Park.

If you could help in this endeavor, I would be grateful.

Sincerely,

Charles B. Koch,

Charles B. Koch, M.D.

CBK/se

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MAR 1 1973
LOCATION
SECTION

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STATE HWY ENGR
FEB 28 '73
REFER TO
FOR
Info Instr R/D O/R Sign Act File

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FEB 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HAROLD C. ROCKEY, M.D., P.C.
ORTHOPEDIC SURGERY
709 EUGENE MEDICAL CENTER
132 EAST BROADWAY • EUGENE OREGON 97401
Phone 686-1631

February 27, 1973

Mr. Fred Klaboe
Director, Oregon State Highway Department
Salem, Oregon

Re: Willamette Bikeway

Dear Mr. Klaboe:

I am asking you to promote the construction of the Willamette Bikeway from Alton Baker Park to the Valley River Shopping Center area. I have used the existing bikeway extensively for jogging and bicycle travel, so I can give first hand testimony to the fact that it is used by a large number of people. To extend the bicycle path on to the Valley River Shopping Center would also give it more pedestrian access to that shopping area and remove the hazard of bicycles approaching Valley River by the freeway system.

Mrs. Bascom, Chairman of the Eugene Bicycle Committee, tells me that the Bikeway has been approved and funded but is simply stalled somewhere along the way. Please use your influence to get the construction actually under way.

Sincerely,

Harold C Rockey

HAROLD C. ROCKEY, M.D.

HCR:ms

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STATE HWY ENGR

MAR 2 '73

REFER TO

FOR

Info	Answer	R/D	D/R	Sign	Act	File

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MAR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7933

5

March 5, 1973

Mr. Jimmie H. Woods
2217 Brittany
Eugene, Oregon 97405

also = Julie Besow
Kathleen Duncan

Dear Mr. Woods:

The City of Eugene, Lane County and the Oregon State Highway Division have been working closely with the planners of the Thunderbird Motel and the Valley River Inn to the end that the Delta Highway-Coburg Road Section of the Willamette Bikeway can become a reality.

We recognize that some considerable period of time has elapsed since the hearing on this proposed bikeway; however, there are many problems to be resolved when there is a limited area in which to construct the Thunderbird Motel and Valley River Inn motel complexes adjacent to the river and still leave adequate space for a bicycle path.

We in the Highway Division recognize your concern with the seemingly endless details and accompanying delay, but please be assured that upon resolution of these problems construction will be undertaken.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

VDW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

Same letter to: Kathleen Duncan
809 Randall Street
Eugene, Oregon

and Julie Besau
1240 President
Eugene, Oregon 97401

1240 President
Eugene, Oregon 97401

February 28, 1973

Mr. Fred Klaboe, Director
State Highway Dept.
Salem, Oregon 97310

Dear Sir:

Being a concerned bicycle rider I was very disappointed that the bike path from North Bank Park to Valley River is not completed. I understand it was suppose to be done by now.

I know many people who use the bike path. Without the bike path people will be riding on the busy streets and that is dangerous. If we had the bike path extended everyone would make use of it.

I have been informed that Valley River Motel was holding it up. I think they should pay a fourth of the bike path in Eugene.

Sincerely yours,

Julie Besaw

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MAR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 2 '73
REFER TO
FOR

2217 Brittany
Eugene, Oregon 97405
February 27, 1973

Mr. Fred Klaboe, Director
State Highway Department
Salem, Oregon 97310

Dear Sir:

Being a regular bicyclist and frequently a user of the Alton Baker bike path in Eugene, I am quite disappointed in the delay of its completion.

I look forward to, and I'm sure many others do also, to being able to ride to Valley River shopping area along a route that is safer than the presently existing streets of the area. The path would be a well used, and vital link between Springfield and Valley River, and many shoppers will use it. It would also provide University of Oregon students a direct route via pedestrian bridge and bike path.

It is a concern of mine that the Valley River Motel has been allowed to build so close to the Willamette River, when plans for the path were made in August of 1971. However, I'm sure that some method can be devised to safely build the path between the river and the motel.

I trust that you will do all within your power to see that some solution to this problem is quickly arrived at.

Sincerely,

Jimmie N. Woods

Mr Jimmie N. Woods

mjh

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MAR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 2 '73
REFER TO
FOR

Info	Answer	R/D	D/R	Sign	Act	File

February 22, 1973
809 Randall St.
Eugene, Oregon

Fred Klaboe, Director
State Highway Department
Salem, Oregon 97310

Dear Sir;

I am disappointed that the bike path from Alton Baker park to Valley River Shopping Center has not been completed. I understood that it would have been finished by this time

I use use the present bike path frequently and I know of many others that do also. The counter at Alton Baker park has counted from 300 to 500 people using the path in a day.

The Valley River path would enable people to safely ride their bikes to the shopping center. At the present time many people use Country Club Road, which is narrow and dangerous

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ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 2 '73
REFER TO
FOR

The new path will not only be used as a safe route to Valley River, but also a scenic ride along the lovely Willamette River.

I was very disturbed when I found that the Valley River Motel did not leave enough space for the bike path. The path had been planned long before construction began on the motel and they assured us that room would be left. I feel that they should have to pay the additional $50,000 for the fill needed to build out into the river.

I hope that the path from Alton Baker Park to Valley River Shopping Center will be constructed without delay.

Respectfully Yours
Kathleen Duncan

7933

March 1, 1973

Mr. Ron Alderson
2120 Rocky Lane
Eugene, Oregon 97401

Dear Mr. Alderson:

The City of Eugene, Lane County and the Oregon State Highway Division have been working closely with the planners of the Thunderbird Motel and the Valley River Inn to the end that the Delta Highway-Coburg Road Section of the Willamette Bikeway can become a reality.

We recognize that some considerable period of time has elapsed since the hearing on this proposed bikeway; however, there are many problems to be resolved when there is a limited area in which to construct the Thunderbird Motel and Valley River Inn motel complexes adjacent to the river and still leave adequate space for a bicycle path.

We in the Highway Division recognize your concern with the seemingly endless details and accompanying delay, but please be assured that upon resolution of these problems construction will be undertaken.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

VDW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

E. S. HUNTER'S MARCH 1, 1973 LETTER WENT TO THE FOLLOWING PEOPLE

Mr. Tim Black
2825 Ione Avenue
Eugene, Oregon 97401

Ms. Barbara Callan
2177 Oakmont Way
Eugene, Oregon 97401

Ms. Candy Floyd
2836 Willakenzie
Fourteen Pines
Eugene, Oregon 97401

Ms. Lisa Heany
3571 Vernon Way
Eugene, Oregon 97401

Ms. Debby Lance
29 Monroe Street
Eugene, Oregon 97402

Ms. Karen Mawhirter
258 Hambletonian
Eugene, Oregon

Ms. Paula Pepiot
332 Arcadia Drive
Eugene, Oregon

Mr. Chadd D. Roesner
P. O. Box 1554
Eugene, Oregon 97401

Mr. Don Shultz
340 Mill Street
Eugene, Oregon 97401

Ms. Laura Snow
278 Hambletonian Drive
Eugene, Oregon 97401

Mr. Tony Stearns
742 Santa Anita Court
Eugene, Oregon 97401

Ms. Karen Waske
2602 Sorrel Way
Eugene, Oregon 97401

Mr. Mark Wiederhold
2888 Lydick Way
Eugene, Oregon 97401

Mr. Tim Wildman
2662 Donner Place
Eugene, Oregon 97401

Ms. Sharon Blanchard
3273 Dapple Way
Eugene, Oregon 97401

Ms. Shelly Cantwell
1036 Randall Street
Eugene, Oregon 97401

Ms. Lisa Lambert
2113 Keith Way
Eugene, Oregon 97401

Ms. Shelly Ploen
183 Hackmore Way
Eugene, Oregon 97401

Mr. Rick Schmidt
766 Greenwitch
Eugene, Oregon 97401

Ms. Cynthia Fredrickson
1725 Adkins Street
Eugene, Oregon 97401

Ms.Paula Shirey
2678 Sharon Way
Eugene, Oregon 97401

Mr fred Klabre
Director state Highway
Salem, Oregon
97310

2/27/73
766 Greenwitch
Eugene, Oregon

RECEIVED
STATE HWY ENGR
FEB 28 '73
REFER TO

FOR

Info	Inves	R/D	DIR	Sign	Act	File

Dear Sir

Being a resident of the Monroe district myself I know ther would be many uses for the bicycle path along interstate 105. Why hasn't this bic path been completed. The plans were layed in august 1971 and has yet to be completed. What Could be holding it up, maybe the new Valley River Motel which in the first is violating the already planed area. The path would be used from bicycleists from Springfield, Eugene, a great majority would be going to Valley River to Shop and look around in hopes of buying. Any other Routes we try to take to Valley River are much to dangerous. The Route would be very safe and a great help to Valley Rivers business.

I Sincerely hope you will help get this path made because it will benefit many

Sincerely
Rick Schmidt

ENGINEER
OFFICE OF
1973

NOTED
E. S. HUNTER

Feb. 26, 1973
2678 Sharon Way
Eugene, Oregon 97401

Mr. Fred Klaboe, Director
State Highway Department
Salem, Oregon 97310

Dear Sir,

Being a bike-rider concerned about my safety and that of fellow bicyclists, I took it upon myself to have a piece of the action for getting the Alton Baker bike route completed.

I know that the public would use the path to the Valley River Shopping Center for shopping, when it is completed.

I cannot emphasize enough the importance of the completion of this path.

I trust this will receive your immediate attention.

Sincerely,

Paula Shirey

NOTED
E. S. HUNTER

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MAR 1 1973
OFFICE OF
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FEB 28 '73
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FOR

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February 25, 1973

Mr. Fred Klaboe, Director
State Highway Dept.
Salem, Oregon

Dear Sir:

As a concerned bicyclist of the Eugene-Springfield area, I am writing to you about the Alton Baker Park, and the planned bike path to Valley River Center.

As a frequent user of the existing bike path, I would like to see them put it in due to the dangerous condition of the present roads a bicyclist would have to use.

I hope you will help us solve this problem and make Eugene and Springfield a community for younger people also.

Sincerely yours,

John R. Davis

2-28-73
No reply to John Davis
No address

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FEB 28 1973
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ASSISTANT STATE HIGHWAY ENGINEER

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E. S. HUNTER

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FEB 28 73
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FOR
Info | Answer | R/D | D/R | Sign | Act | File

3273 Dapple Way.
Eugene, Oregon 97401
February 23, 1973

State Highway Dept.
Salem, Oregon 97301

Dear Sir,

As a conserned bike rider of the Eugene, Springfield area and a constent biker rider of the Alton Baker bike path in Eugene, I am interested in knowing why the builder of the Valley River Motel built the motel so close to the river when he knew the Alton Baker Bike Path was to be extened to Valley River Shopping Center. sometime after the plans were finished.

There are three to four hundred people that ride to Valley River Shopping Center on bike and have to travel the dangerous Country Club Road everyday I am therfore disopointed to see the plans were not carried on.

Yours truly,
Sharron Blanchard

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FEB 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

1725 Adkins Street
Eugene, Oregon 97401
February 28, 1973

Mr Fred Klaboe, Director
State Highway Department
Salem, Oregon
97310

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FEB 28 '73
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C/R
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Dear Sir:

Due to the fact that I am a conserned resident in the Eugene-Springfield area, I am disappointed about the Alton Baker bike path which was proposed in August of '71. I want to know when it will be completed.

The problem is and was that The Valley River motel was build to close to the river. In 1971, the owner knew he would have to build the motel a few feet back. Because of this, it will cost $50,000 extra to put in fill or fix it.

Many bycylists would and have used the path. It is reported that 4-500 bikes go throug the path each day, many use it for commuting, easy excess to shopping areas, riding to school, and for recreation.

More people would use it if it was finished. The streets available to use are very dangerous and hazardous.

This path would also link Springfield shoppers to Eugene by Valley River. They would not have to ride so far go to Eugene and Valley River.

I would gladly appreciate if you would consider this matter as soon as possible.

Sincerely,
Cynthia Fredrickson

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E. S. HUNTER

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FEB 28 '73

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FOR

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February 23, 1973
183 Hackmore Way
Eugene, Oregon 97401.

Mr. Fred Klaboe
State Highway Department
Salem Oregon 97310

Dear Sir:

Being a concerned citizen fo Eugene and a concerned bike rider I feel that writing this letter to you is very important. It is important because of the proposed bike path of Eugene isn't finished and it is not known yet if it will be finished.

On August 1971, the Alton Baker Park Bike Route was decided in favor of building it. I can't stress how much disappointment is in the people of Eugene because it hasn't been completed and will be even harder to complete because the Valley River Motel was built to close to the river. The contractor knew that the path was designated to in the spot where the motel is.

We would like the path to be finished as soon as possible so that the path will be used instead of dangerous streets.

Sincerely,
Shelly Ploen
Shelly Ploen

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ASSISTANT STATE HIGHWAY ENGINEER

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E. S. HUNTER

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FOR

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February 23, 1973
2113 Keith Way
Eugene, Oregon

Mr. Fred Klaboe, Director
State Highway Department
Salem, Oregon

Dear Sir:

As a concerned citizen I am disappointed that there has been some hesitation on the extension of the bike path along the North Bank Park to Valley River Center in Eugene. I have been informed that it was to be completed by now.

This is a greatly needed path. It would be used by a lot of bicycle riders. The streets that are being used to get to Valley River are too dangerous for bike riders to use. I have heard that the Valley River Inn has been holding up the construction of this path. I think The Valley River Inn ~~t~~ should pay for the additional cost of the path.

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NOTED
E. S. HUNTER

The path that is there is used frequently by me and a lot of people I know. When there is good weather three to five hundred people use it a day.

Sincerely,
Lisa Lambert.

332 Arcadia Drive
Eugene, Oregon
February 23, 1973

Mr. Fred Klaboe, Director
State Highway Department
Salem, Oregon 97310

Dear Sir:

As a concerned citizen in the Eugene-Springfield area, I am writing to you about the proposed bicycle path between Alton Baker Park and Valley River Shopping Center. This path has been proposed since August of 71.

Why was the Valley River Motel allowed to build so close to the river bank? Because of this the path may not be finished.

The bicycle path is much in demand and greatly needed. There isn't any safe way of getting to Valley River, on your bicycle.

Many people think that the bicycle path isn't being used, but about 500 people aday ride on it. More people will be using it now because the weather is getting warmer.

Something neededs to be done right now!

Yours truly,

Paula Pepiot

Miss Paula Pepiot

NOTED
E. S. HUNTER

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FEB 26 1973
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STATE HWY ENGR

FEB 26 '73

REFER TO

FOR

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February 22, 1973
2662 Donner Place
Eugene, Oregon 97401

Mr. Fred Klaboe, Director
State Highway Dept.
Salem, Oregon

Dear Sir:

I have been watching the increasing amount of bicycle facilities and am pleased with the progress made thus far. However, I would like to direct your attention to the Alton-Baker Bike Path situation.

This path was to run along the Willamette River and would lead to the Valley River Center. There is much traffic around this major shopping center and this traffic makes bicycle riding unsafe, therefore making the lengthening of the path necessary.

Plans for the extension of this path, which is used extensively by myself and many of my friends, were approved of in August, 1971. But the Valley River Motel was built within eight feet of the river, cutting the ten feet needed for an extended bike path short by two feet.

If some of the river was to be filled in, which would need to be done to continue the bike path, the people or person responsible for the negligent placement of the motel should pay a generous share of the cost, thus taking some pressure off of innocent tasxpayers.

I would appreciate your taking time for this problem for it demands attention NOW. It will promote higher bicycle safety standards plus be a source of a minor decrease in automobile pollution.

Thank you very much.

Very Sincerely,
Tim Wildman

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E. S. HUNTER

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February 22, 1973
1036 Randall Street
Eugene, Oregon 97401

Mr. Fred Klaboe, Director
State Highway Dept.
Salem, Oregon

Dear Sir:

As a bicycle rider of the Eugene area, I am concerned about the results of the proposed bike path of August, 1971. The bike path was to run along the Willamette River and Interstate 105 from Alton Baker Park to the Valley River Center.

It has now been over a year since the proposal of the bike path was made, and it still hasn't been constructed. I would like to know why.

Both the Valley River Center and the residents of the Eugene-Springfield area will profit from the bike path.

Valley River Center will gain respectable shoppers who love to ride their bikes.

The Eugene-Springfield residents, and myself, will have a safer route for getting to Valley River. Right now the road I ride along in order to get to Valley River Center is dangerously narrow and crowded with automobile traffic.

We bicycle riders need a safer route to ride to Valley River and I believe if the bike path, as proposed, is completed we will have that safer route.

Sincerely Yours,
Ms. Shelly Cantwell

NOTED
E. S. HUNTER

February 22, 1973
2602 Sorrel Way
Eugene, Oregon 97401

Mr. Fred Klaboe, Director
State Highway Department
Salem, Oregon 97310

Dear Sir:

As a concerned citizen of Eugene, I was very disappointed to learn that the proposed extension of the Alton Baker Park Bike Path had run into some serious problems.

The Valley Rivdr Motel- now being constructed- is going up 8 feet from the bank of the Willamette River. For the path to be completed (it must be at least 8 feet wide) it will either have to be run right past the windows of the motel, or, an additional $50,000 will be needed to put in fill along the river bank.

It would be very unfortunate if the present plans (proposed in August of 1971) had to be halted. I am sure that many, many people (including myself) would use this path every day, as the existing route to Valley River Center is very dangerous for bicyclists.

I trust this will get your immediate attention. Thank-you.

Sincerely,

Karen Waske

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FEB 26 '73
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E. S. HUNTER

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February 22, 1973
742 Santa Anita Court
Eugene, Oregon

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Mr. Fred Klaboe, Director
State Highway Department
Salem, Oregon 97310

Dear Sir,

As a frequent user of the bike path of Alton Baker Park and a very concerned citizen, I'm very disappointed at the bike path to Valley River not being completed. This path would definitely make it easier to reach Valley River by bike instead of using narrow, dangerous roads such as, Cal Young Road, and Country Club Road.

The present path at Alton Baker Park is used very often by many people and my friends have told me how enjoyable it is to have a safe place to ride their bicycles.

The bicycle path if completed, could be put into multipurpose use such as shoppers to and from Valley River Center, recreational riders enjoying the viewpoints of the river and surrounding land, and finally for general transportation by bike.

One present problem holding back further construction is the building of Valley River Motel who's owner, Mr. Wayne Shields, who does not approve of the building of the path because he says, "only long haired hippies will use it" and later contends that they do not want long haired hippies at Valley River. Hopefully public opinion will change the ideas of Mr. Shields.

The bicycle riders of Eugene have confidence in and appreciate your efforts fully in trying to get this important path completed. Thank you very much.

Sincerely yours,

Tony
Stearns

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FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

78 Hambletonian Dr.
Eugene, Ore. 97401
February 22, 1973

Mr. Fred Klaboe, Director
State Highway Department
Salem, Oregon

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Dear Sir:

The progress of the alton Baker Bicycle Route along the north bank of the Willamette River in Eugene, has not been satisfactory. This bicycle route, begun over a year ago, has not been completed yet. This, I find dispiriting.

It has come to my attention that the reason for this delay concerns the construction of the Valley River Motel. The contractor of the motel, aware of the plan for a bike path along the river, built his motel too close to the river to allow room for a bike path. As a result of his indifference to the bike route plan, the construction of the path will cost $50,000 more.

The present route to Valley River Shopping Center, along Country Club Road is a direct Hazard to any biker's safety. It is far too narrow + dangerous to ride a bike on. Yet it is used.

When completed the new bike path will serve as a "bike highway" to Valley River Center. Being a a bicycler myself, I know that it will be used more than frequently, and will be greatly appreciated by those in the Eugene-Springfield area who will use it.

I trust that this will come to your immediate attention, and appreciate anything you can do to speed the situation to a rapid completion.

Sincerely,

Laura Snow

NOTED
E. S. HUNTER

Feb. 22, 1973
540 mill st.
Eugene, Ore.
97401

Mr. Fred Klaboe, Director
State Highway Dept.
Salem, Ore.
97310

Dear Sir:

I am very concerned about the bicycle route in Eugene. As you know, the present bicycle route is very dangerous and inadequate. It does not cover a large enough area and is in a traffic zone.

The new bicycle route was to be from North Bank Park to Valley River. This route was stopped due to construction of a motel in the Valley River area. More money is needed for more concrete to enlarge the route by the motel. And under the bridge by the park. The Register-Guard ran an article about this problem two weeks ago. I would appreciate your help in this matter.

Sincerely,
Don Shultz.

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ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

February 22, 1973

Dear Sir:

As a concerned bicyclist of the Eugene area I am only one out of 600 bicyclist who go to Valley River Center in a week.

We are in need of a bike route from Allton Baker Park to Valley River Center.

The existing roads going to the center are dangerous and are in bad condition. I hope you will take immediate action.

Sincerely yours

Chadd D. Roesner

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FEB 26 1973
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SECTION

NOTED
E. S. HUNTER

February 22, 1973
258 Hambletonian
Eugene, Oregon

Mr. Fred Klaboe, Director
State Highway Department
Salem, Oregon 97310

Dear Sir:

As a frequent bicycle rider, and regular user of the Alton Baker Park bicycle path. I am very dissapointed that the path has not been extended to the Valley River Shopping Center. As planned in August 1971.

The Valley River Motel has since been built and interfers with the completion of the Path. However, I am sure this problem can be worked out.

If the Bike Path was extended, I would use it often for shopping purposes. With the present bike route it is almost impossible to reach the shopping center by bike.

I am sure you will do all in your power, to get this bike route completed.

Thank You
Sincerely,
Karen Mawhinter
Mawhinter

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E. S. HUNTER

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ASSISTANT STATE HIGHWAY ENGINEER

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February 22, 1973
3571 Vernon Way
Eugene, Oregon 97401

Mr. Fred Klaboe, Director
State Highway Department
Salem, Oregon 97310

Dear Sir:

Being a concerned citizen and a bike rider, I am writing to you about the completion of the Alton Baker bike trail.

There is a desprate need for the completion of the trail extending to Valley River Center. The route already to Valley River is by going on narrow and busy streets. I need not stress the importance of the finishing of the trail.

Knowing since 1971, of the proposed plans for the trail to Valley River Center, the contractor of the new Valley River motel built to close to the bank of the Willamette River. This trouble is interfering with the desprately needed trail to Valley River Center.

Not only recreational riders would use it, but shoppers as well.

I know you will do everything in your possible power to help.

Sincerely,

Lisa Heany

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NOTED
E. S. HUNTER

2836 Willakenzie
ugene, Oregon 97401
February 22,1973

Highway Department
Salem, Oregon 97301

Dear Sir:

In August of 1971, plans for an extentsion of the Alton Baker Park bike path in Eugene were finalized but nothing was done to start it. The path would run to Valley River Shopping Center along the bank of the Willamette River.

Many bicyists were looking forward to using the path to shop at the center and we are disappointd that nothing has been done.

The State Highway Department feels that the path is not being used. The connter there says that from 300 to 400 people use it every day to and from schools, work, and shopping arrands.

The main problem is that the Valley River Motel that is being built, was built too close to the river bank for a comfortably wide bike path to run there. To make it wider, $50,00 worth of fill must be dumped into the river.

This matter is of vital importance to me and to many other citizens in the Eugene-Springfield area. I do hope our concern is not wasted.

Very sincerely,

Candy Floyd

Miss Candy Floyd

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NOTED
E. B. HUNTER

February 22, 1973
2825 Ione Avenue
Eugene, Oregon
97401

Mr. Fred Klaboe, Director
State Highway Dept.
Salem, Oregon 97310

Dear Sir,

As a concerned citizen of approximately 600 bicyclist a week that ride to Valley River from the outline areas. (Eugene, Springfleid). The Alton Baker Bike Path is the most important thing on the agenda. We the citizens need a bike path from the Springfleid area to Valley River, for the reasons of, the streets we are using now are to dangerous for bicyclist to use, by crossing them back and forth. And if the path could be built from alton baker park straight to Valley River it would be alot safer. So will you do everything in your power to get this path.

Sincerely yours,

Lin Black

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E. B. HUNTER

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February 22, 1973
2177 Oakmont Way
Eugene, Oregon

Mr Fred Klaboe
State Highway Department
Salem, Oregon

Dear Sir:

I am both a concerned citizen and a frequent bike rider who wishes to be allowed the joy of riding safely to my many destinations, but especially to one in particular. I am refering here to the Valley River bike path that is not being built.

As you probably know, Valley River is a widely used shopping center by many people of the community. To me, and I'm sure to many other people, a very enjoyable day is one in which I can hop on my bike, ride to Valley River and shop. But using the present routes (Cal Young Road and Country Club Road) it is very dangerous and not too enjoyable. This is where you come in.

When I first heard about the possible construction of an extended bike path from Alton Baker park to Valley River Center I was overjoyed, but nothing has happened since this path was proposed. What is wrong?

NOTED
E. S. HUNTER

As I have mentioned before the present routes to Valley River are very dangerous. Country Club road is very narrow and crooked making travel for both cars and bikes difficult. Cal Young road also is very narrow, once again creating a problem not only for the bikers but for the automobile drivers. If a new path were constructed this would almost totally eliminate bike traffic on these two roads making travel much safer.

I'm sure that if the bike path to Valley River were built it would be used as much or even more than the present Alton Baker bike path. I know that this path is widely used since when I myself am over there I see many additional bike riders out enjoying this form of safe bicycle riding.

I read in the Eugene Register Guard just a few weeks ago that the new Valley River Motel that is being built is holding back operation on this proposed bike path. I have heard that they at one time agreed to allow room for a path to be built along the river, but now they have not left enough room so that estuaries may have to be built into the river to allow for the construction of this path. Well, this mistake was an unfortunate one but I still do not think that you should let this hold up the operation of one badly needed bike path. So I urge you to please do everything in your power to provide the bike riders of Eugene with a safe path to ride on to the Valley River Shopping Center. Your help will be greatly appreciated. Thank-you.

Sincerely,
Barbara Callan

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FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Feb 21, 1973
2120 Rocky Ln
Eugene, Oregon

Mr. Fred Klaboe, Director
State Highway Department
Salem, Oregon

Dear Sir:

I'm writing to you because I am very concerned in the construction of the bike route that was supposed to be built from the Ferry Street Bridge to the Valley River Center. I think this path would be used a lot because Kids are always riding bikes on the present bike path, including me. I am disapointed that the path is not being built because in order to get to Valley River I and a lot of other Kids all around have to go on a lot of dangerous roads like Cal Young, and Country Club Road. The new Valley River motel that is being built is to close to the river so that a bike path can't be built on that land. So in order to have one there will have to be part of the river filled to make it. Wayne Shilds the owner of Valley River center knew that their was supposed to be a a bike trail on the side of the river but he still started to build it there. I sure hope something can be worked out so that the bike trail can be built.

Sincerely Yours
Ron Alderson

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E. S. HUNTER

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February 21, 1973
29 Monroe Street
Eugene, Oregon
97402

Mr. Fred Klaboe, Director
State Highway Dept.
Salem, Oregon

Dear Sir,

I am one of many bike riders in the Eugene - Springfeild area who enjoy riding bikes. and for many as a means of transportation to where ever they want to go.

Im sure you are aware of the proposed bike linking Eugene and Springfeild to Valley River Shopping Center. This path goes through Alton Baker Park, along interstate 105, then on to Valley River.

This path has come to a halt. I don't know why but I do know that Valley River has been granted permission to build a motel where the bike path had

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E. S. HUNTER

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ASSISTANT STATE HIGHWAY ENGINEER

been planned to go since August 1971.

I would be very gratful if you could help us complete this path not only for me but for all of the residents of Eugene and Springfeild.

Thank you for you time.

Yours truly
Ms. Debby Lance

February 21, 1973
2388 Lydick Way
Eugene, Oregon, 97401

Mr. Fred Klaboe, Director
State Highway Department
Salem Oregon

Dear Sir;

As a concerned citizen I would very much like to see the bike route completed that would extend from Alton Baker Park to Valley River. When I ride to Valley River on Country Club Road, I get very nervous for fear I will get hit by a car, like I nearly have twice already. I would use the new bike route very regularly. I feel a great need for the new route and so do many of my friends. I object to the building of the Valley River Motel so close to the Willamette River because it prohibits the building of the bike path at the present time. Please do consider the building of the new path a necessity.

Sincerely yours,

Mark Wiederhold

RECEIVED
FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
FEB 26 73
REFER TO
FOR
Info [illegible] [illegible] DIR Sim Act File

NOTED
E. S. HUNTER

7933 Delta Hwy.-Coburg Rd. (Eugene)Sec. 1973
betw. Willa. R. Br. & Ferry St. Br.
(Grading and paving of bikeway) #1

7933

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 21, 1973

SUBJECT: Coop. Construction-Finance Agree.
Sidewalk @ Ferry St. Intchge.
Eugene-Springfield Hwy. No. 227
City of Eugene

To: Mr. Vernon E. Skoog
Controller

BUILDING

NOTED
A. E. JOHNSON

Attached hereto is correspondence relative to subject agreement.

In accord with the State-City agreement of June 22, 1971, and Highway Commission action of September 8, 1971, please issue a check or warrant in the amount of $4,400 payable to the City of Eugene, Finance Department.

The work has been inspected by William Anhorn, District Engineer, and a copy of his report is also attached.

H. S. Cox
County and City Engineer

By

Maimor

Maimor C. Holmes
Office Engineer

MCH:ljt
Att.

cc: A. E. Johnson
E. S. Hunter
J. H. Versteeg

RECEIVED
STATE HWY ENGR
FEB 22 '73
REFER TO
FOR

Info	Inves	R/D	DIR	Sign	Act	File

8-2-5
Eng

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Victor Wolfe
V. E. Skoog
L. H. Young
C. T. Keasey
William Anhorn

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 1, 1973

To: Mr. J. H. Versteeg
Region 3 Engineer

ROSEBURG

SUBJECT: Coop. Construction-Finance Agreement
Sidewalk @ Ferry Street Interchange
Eugene-Springfield Hwy. No. 227
City of Eugene

Herewith are copies of correspondence from the City of Eugene concerning a sidewalk-bicycle trail project along Coburg Road.

The history of this project is as follows:

1. State and City entered into an agreement, June 22, 1971, whereby State agreed to participate in 50% of the cost of a 5-foot sidewalk with a maximum amount of $2,000.00. (Copy attached.)

2. In August of 1971 the City suggested that the proposed sidewalk be widened to an 8-foot width and classed as a bicycle trail with State paying the entire cost of the additional 3 feet, estimated to cost $2,400.

3. On September 8, 1971 the Highway Commission did approve and authorize an additional expenditure of $2,400, representing the entire cost of the 3-foot extension, as estimated by the City. (Copies attached.)

Funds for this project will eventually be charged against the bicycle trail account.

Please furnish us with verification that this facility has been completed. Also, please determine if we should request our Accounting Section to pay the total assessment ($5,504.44) or only the amount estimated ($4,400.00).

H. S. Cox
County and City Engineer

Mainor

By: Mainor C. Holmes
Office Engineer

MCH:ljt
Att.

RECEIVED
STATE HWY ENGR

FEB 1 '73

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

7933

3

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February ~~7~~, 1973
20,

SUBJECT: Coop. Construction-Finance Agreement
Sidewalk @ Ferry Street Interchange
Eugene-Springfield Hwy. No. 227
City of Eugene

To: Mr. E. S. Hunter
Assistant State Highway Engineer

BUILDING

Herewith are copies of correspondence from the City of Eugene, a letter from the Highway Commission Secretary, an agreement, and inter-department letters concerning a sidewalk-bicycle trail project along Coburg Road.

We have agreed and have been authorized by the Highway Commission to participate in the cost of this facility. First, by agreement, for sidewalk construction to a maximum of $2,000. Next, by letter, to expand the sidewalk to a bikeway at an additional cost, as estimated by the City, of $2,400 (TOTAL $4,400).

The City proposed that the State pay the entire cost of the bikeway extension, and the Highway Commission letter could easily be interpreted as agreeing to this. The actual cost, however, is $3,451 instead of the estimated $2,400.

May we request Accounting to pay the total assessment of $5,504.44 as an expenditure for bikeway construction?

Please advise.

H. S. Cox
County and City Engineer

By

Mainor
Mainor C. Holmes
Office Engineer

2-20-73

Mainor
Looks like we are obligated $4400 - The add. $1104.44 is city obligation and part of their bike fund expenditure. E

MCH:ljt
Att.
EQ.
cc: A. E. Johnson
Victor Wolfe
J. H. Versteeg

At least this is the way I read the letter and agreement. If you have an understanding with the city that goes beyond the written word please advise,

RECEIVED
FEB 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

File returned
to County-City
2-20-73

7933

E-419 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

To Files

File No. 46933 Zellner

From J B Boyd

Date 2/12/73

Subject Easement from Zellner et al

Talked to Dan Van Fossen real estate agent for T-Bird - says plans are about filled and if plans are accepted by City of Eugene in approx 2 weeks Zellner will be in a position to sign deeds.

Mr Van Fossen indicated they were being made to do things not required of Valley River Motel & they had built 10' from river bank - I indicated I would review the area

cc Hunter & Wolfe & L W Riley

NOTED
E. S. HUNTER

FORM 2-30 (REV. 10-61)

RECEIVED
FEB 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1973

File 46933 Zellner

SUBJECT: Delta Hwy-Coburg Road (Eugene) Section
Willamette Bikeway
Lane County

To:

MEMO TO FILES

RECEIVED
FEB 8 1973
RIGHT OF WAY

I received a call from Mr. Hugh McKinley, Eugene City Manager, in reference to status of Commission action taken on January 22 concerning the Thunderbird Motel Development along the river.

The parking variance was granted to the developer and a slight revision was made in the parking which overlaps 20 feet into the EWEB easement on the west end. The Commission action will allow the Thunderbird Motel Corporation to proceed with final development plans. The zone change is still pending Commission action for final approval of the project. Mr. McKinley thinks it will take another two to three months for final approval of the project and feels the owner would not be willing to donate the land for the bikeway until final approval is reached. He did feel, however, that the major obstacles had been overcome and that the project stands a real good chance of being approved.

I would recommend that our Right of Way Section contact the developer to discuss the possibility of dedication at this time and determine if any changes are contemplated for the land to be dedicated for bikeway purposes.

We will proceed with the final design of the bikeway to resolve all remaining problems.

James D. McClure
Bicycle Route Engineer

NOTED
JOHN E. OAKES

JDM:jp
cc: E.S. Hunter
J.H. Versteeg
R.D. Hector

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc Boyd
Als proceed.

SP*52479-734

RECEIVED
DEC 29 1972

FOR FILING
7933

December 28, 1972

Mr. R. Marriner Orum
2369 Floral Hill Drive
Eugene, Oregon 97403

Dear Mr. Orum:

The development of the bikeway along the Willamette River from the Ferry Street Bridge to the Valley River Shopping Center is of serious concern to the Highway Division. As expressed in your December 2 letter, the bikeway would serve an excellent purpose.

The private property immediately downstream from the Ferry Street Bridge is currently in the final planning and development stages for a motel and convention center. Adequate land for development of the bikeway has been provided for in the motel plan which has met with our approval. The architect for the Thunderbird Motel Corporation is currently making minor changes in the plans for presentation to the City Planning Commission for approval of the development. When the design for the motel site is approved by the City of Eugene, we will proceed with our scheduled contract letting of the bikeway project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

JDM:jp jf

bc: F. B. Klaboe
Victor D. Wolfe

2389 Floral Hill Dr
Eugene, Ore 97403
Dec 2 1972

Mr Glenn Jackson Director
State Highway Dep't
Salem, Oregon

RECEIVED
DEC 8 1972
LOCATION SECTION

Dear Mr Jackson:

about a year ago there was talk of a bike path from Ferry Street bridge to Valley River center here in Eugene. I have heard of no recent activity on the project so I wonder what happened.

I did note in the paper last week that the developers of the proposed Valley River Inn have given an easement to the county for a bike path. – Perhaps this was the problem.

May I encourage you to continue with this worthwhile project – and many more similar projects. I believe that the bicycle can provide a partial answer to our problems of air pollution and traffic congestion.

Sincerely
Marriner Orum

RECEIVED
STATE HWY ENGR
DEC 7 '72
REFER TO
FOR

Info	[illegible]	R/O	N/R	[illegible]	Act	File

RECEIVED
DEC 8 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 11 1972
LOCATION SECTION

RECEIVED
DEC 27 1972

RECEIVED
DEC 21 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

7933

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 20, 1972

Miss Beth Gilles
950 Coburg Road
Eugene, Oregon 97401

Dear Miss Gilles:

This is in reply to your recent letters to Mr. Glenn Jackson and me concerning the progress of the bikeway in Eugene along the river. At the present time the project is scheduled for contract letting next April and completion of the bikeway should be accomplished next summer.

The private property immediately downstream from the bridge is currently in the planning and development stages for a motel and convention center. The developer of the motel has set aside adequate land for the bicycle facility. The architect for the Thunderbird Motel Corporation is currently making minor changes in the motel plans for presentation to the City Planning Commission, for approval of the development, possibly some time after the first of the year.

When the design for the motel site is approved by the City we will proceed with our scheduled contracting of the bikeway project.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

NOTED
E. S. HUNTER

cc: Glenn L. Jackson
bc: E.S. Hunter ✓
JDM:jp

RECEIVED
STATE HWY ENGR
DEC 15 72
REFER TO
FOR
Info
Gives
R/D
D/R
Sign
Act
File

Gilles
Beth Gilles
950 Coburg rd
Eugene, Ore

Glenn Jackson
State Highway Dept,
Salem, Oregon

RECEIVED
DEC 18 1972
LOCATION
SECTION

Dear Mr. Jackson,

I feel that the safety of our community is very very important, because of this I am concerned about the possible bicycle route from Ed Pape's VW, to Valley River Center. I heard that the Thunderbird Motel owns a lot that is preventing this from happening. Alot of the kids around our area go to V.R.C. very often, and they usually go down Cal Young road, and Country Club road, and these roads are very dangerous because they are so very narrow. I feel very strongly about this because I have two friends who were hit on bicycles. And I'm sure they are concerned to.

I hope you would consider talking to some people about the situation. Thank you for your concern

Sincerely
Beth Gilles

RECEIVED
DEC 15 1972
LOCATION
SECTION

Beth Gilles
950 Coburg rd
Eugene, Ore

Jim McClure
State Highway dept.
Salem, Oregon

Dear Mr. McClure,

I feel that the safety of our community is very important, because of this I am concerned about the possible bicycle route from Ed Pape's V.W. to V.R.C. I heard that the Thunderbird motel owns a lot that is preventing this from happening. Alot of the kids around our area go to V.R.C. very often and usually go down Cal Young rd. or Country Club Rd. These roads are very dangerous because they are so narrow.

I feel very strongly about this. I have two friends that were hit on bicycles. And I'm sure they are concerned about this too, so I hope you would consider talking to someone about this situation, that could help us. Thank you very much for your concern.

Very concerned,
Beth Gilles

RECEIVED
DEC 14 1972

FOR FILING

7933

December 13, 1972

Miss Luci Minihan
c/o Monroe Junior High School
Eugene, Oregon 97401

Dear Miss Minihan:

Your December 2, 1972 letter addressed to Mr. Glenn Jackson has been received in this office.

Mr. Jim McClure has answered your letter and if you desire further information please contact him.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

(jf)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 11, 1972

Miss Luci Minihan
c/o Monroe Junior High School
Eugene, Oregon 97401

Dear Miss Minihan:

In response to your December 2 letter, I wish to advise that we are as concerned as you on the progress of thebikeway in Eugene. At the present time the bikeway project is scheduled for contract letting in April for completion next summer.

The private property immediately downstream from the bridge is currently in the planning and development stages for a motel and convention center and the developer of the motel has set aside adequate land for the bicycle facility. The architect for the Thunderbird Motel Corporation is currently making minor changes in the motel plans for presentation to the City Planning Commission, for approval of the plan unit development, possibly some time after the first of the year.

When the motel site is approved by the City we will proceed with our scheduled contracting of the bikeway project.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

NOTED
E. S. HUNTER

RECEIVED
DEC 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JDM:jp
cc: E.S. Hunter

Eugene Oregon
December 2,1972

Klaboe

Mr. Glenn Jackson,Chairman
State Highway Department
Salem,Oregon

Dear Mr. Jackson:

I am a student at Monroe Juinor High. We are studing bike safty. We have already made suggestions to the bike committee at Eugene City Hall about enforcing laws, visibilty, bike paths,ect.

We came across the problem of the bike path going all of the way to Mier and Frank shopping center in which the Thunderbird Motel area won't lease a part of their land for the bike path. We really do need this bike path. It would lessen the bike traffic on, Oakway Road, Courburg Road, and Country Club Road. With all of these roads going together it could cause quite a problem with the growing number of bikers in this area. Country Club Road is ridden on a lot, and it is'nt that wide which causes quite a problem for the bikers.

We understand that we do have the money for this bike path, its just that we need that area of land.

We are going to try to help with this and we would like to ask you if you could try too. This bike path means a lot to our bikers.

Sincerely,
Luci Minihan

REFERRED TO McClure
By
R/D

RECEIVED
DEC 6 1972
LOCATION SECTION

RECEIV
DEC 6 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
DEC 6 '72
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
DEC 14 1972
FOR FILING
7933

December 13, 1972

Miss Laura Snow
278 Hambletonian Drive
Eugene, Oregon 97401

Dear Miss Snow:

Your December 4, 1972 letter addressed to Mr. Glenn Jackson has been received in this office.

Mr. Jim McClure has answered your letter and if you desire further information please contact him.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

(jf)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 11, 1972

Miss Laura Snow
278 Hambletonian Drive
Eugene, Oregon 97401

Dear Miss Snow:

This is in reply to your letter of December 4. I wish to advise you that we are as concerned as you on the progress of the bikeway in Eugene. At the present time the bikeway project is scheduled for contract letting in April 1973 to be completed next summer.

The private property immediately downstream from the bridge is currently in the planning and development stages for a motel and convention center. The developer of the motel has set aside adequate land for the bicycle facility. The architect for the Thunderbird Motel Corporation is currently making minor changes in the motel plans for presentation to the City Planning Commission, for approval of the plan unit development, possibly some time after the first of the year.

When the motel site is approved by theCity we will proceed with our scheduled contracting of the bikeway project.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

NOTED
E. S. HUNTER

JDM:jp
cc: E.S. Hunter ✓

RECEIVED
DEC 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

278 Hambletonian Drive
Eugene, Oregon 97401
December 7, 1972

Glenn Jackson, Chairman
State Highway Department
Salem, Oregon

Dear Mr. Jackson,

I am dismayed with the progress of the bicycle path, in Eugene, which runs from Ferry Street Bridge to Valley River. Why it should have been held up, I can't say. Even if the Thunderbird Motel does own the land, that's no reason to give up. All that is needed in this situation is a little public pressure and effort, and they'll give way.

The path is vital to most of the people who ride bicycles here in Eugene, as it can be used in getting to Valley River and the U of O Campus.

I really appreciate any help you can give in this area, and look forward to using the finished path in the future.

Thankyou.

Sincerely,
Laura Snow

RECEIVED
DEC 11 1972
LOCATION SECTION

RECEIVED
DEC 8 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
DEC 8 '72
REFER TO
FOR
Info | Invs | R/D | D/R | Sign | Act | File

RECEIVED
[illegible] 1972
FOR FILING

FORM E-30 (REV. 10-69)

7933
[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1972

SUBJECT: Delta Hwy-Coburg Road (Eugene) Section
Willamette Bikeway
Lane County

To: FILES

On November 16 I met with Mr. Jim Soul, Planner for the City of Eugene, in reference to the subject bicycle route and current plans for developing the Thunderbird Motel site as shown on the attached plan. I reviewed the motel site plan and feel the property set aside for the bicycle route is the same as that previously requested and I could see no problems.

The lastest plan for the motel site will go to the Planning Commission some time next week. There are many problems still pending the development of the motel such as parking vs landscaping, parking stall requirements, amount of land dedicated for public use, height of the building, actual location of the motel, whether it has an esthetic view from the highway or river, et cetera.

Mr. Soul will transmit a letter of the action taken after this next Planning Commission meeting.

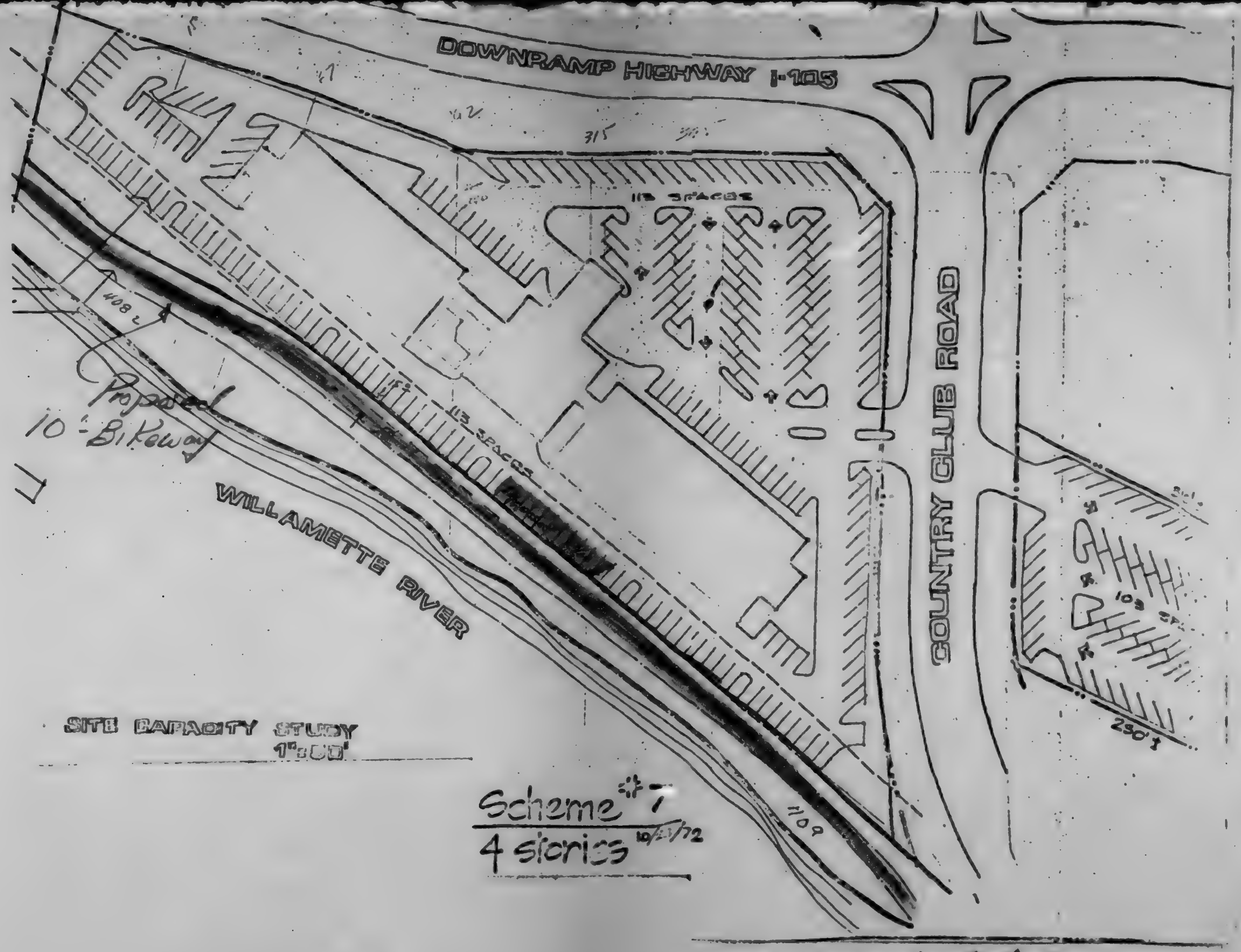
James D. McClure
Bicycle Route Engineer

RECEIVED
NOV 24 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

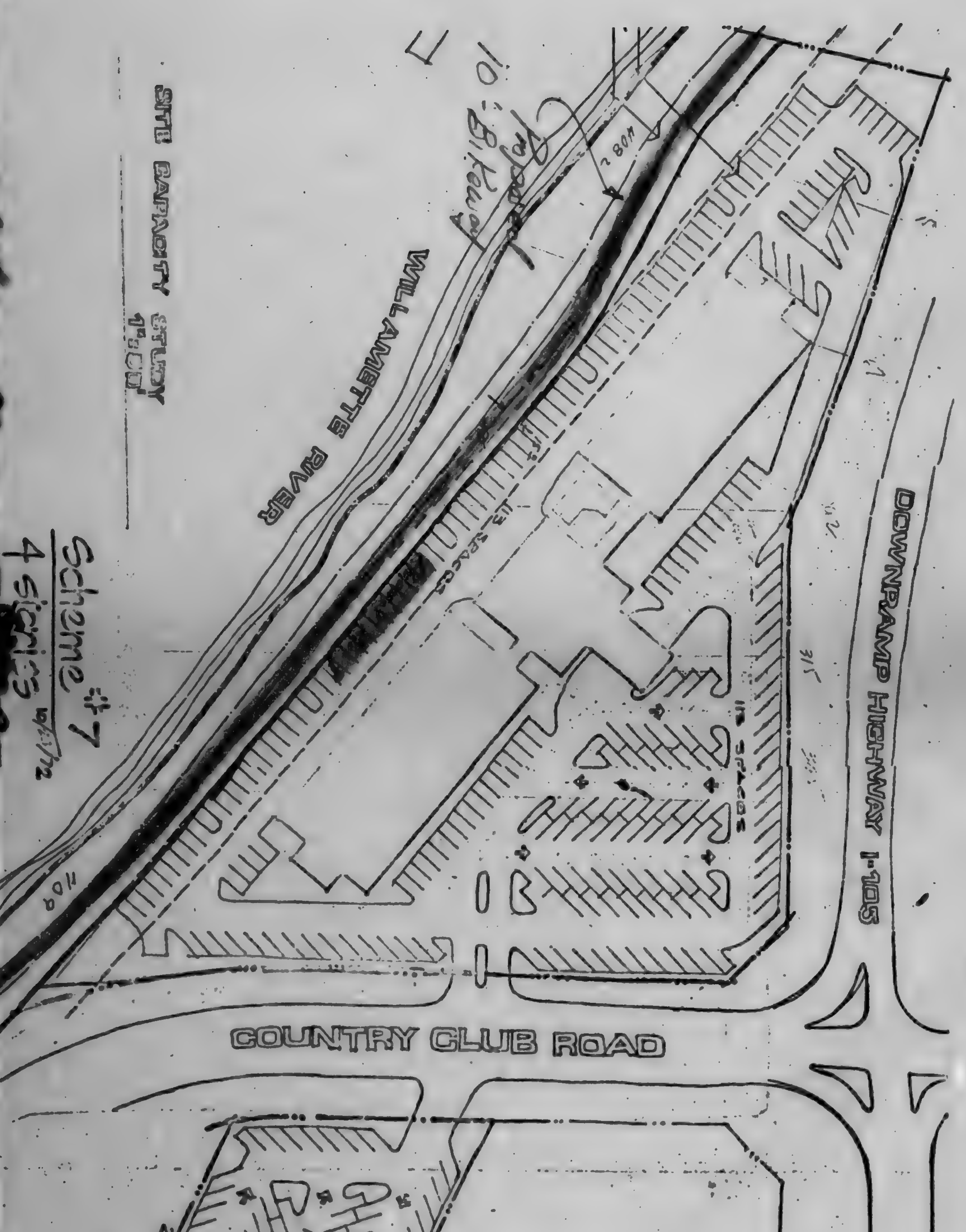
JDM:jp
Attach
cc: V.D. Wolfe
E.S. Hunter
D.H. Moehring

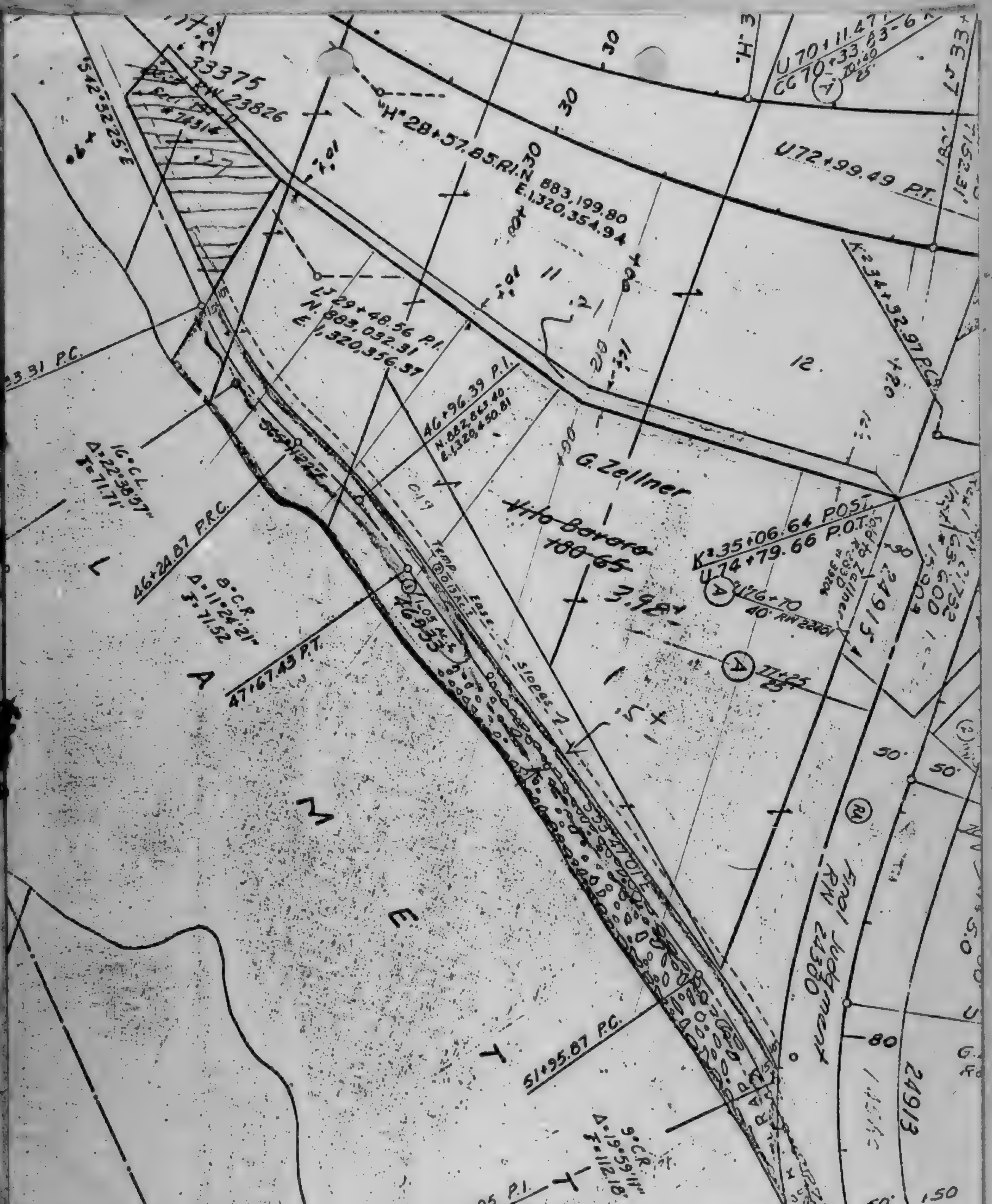
NOTED
E. S. HUNTER

SP*52475-734


DOWNRAMP HIGHWAY I-105
315
113 SPACES
113 SPACES
103 SP.
COUNTRY CLUB ROAD
230'±
408 L
Proposed
10' Bikeway
WILLAMETTE RIVER
409
SITE CAPACITY STUDY
1"=100'
Scheme #7
4 stories 10/23/72

Thunderbird Motel
Site PLAN
Rec. from City 11/16/72


SITE CAPACITY STUDY
1"=100'
WILLAMETTE RIVER
Proposed 10' Bikeway
113 SPACES
113 SPACES
DOWNRAMP HIGHWAY I-105
COUNTRY CLUB ROAD
Scheme #7
4 stories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S 12°32'25" E
"H" 28+57.85 R.I. N 883,199.80
E. 1,320,354.94
30
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U 70+11.47
CC 70+33.83-6
Ⓐ 70+40
25'
LJ 33
U 72+99.49 P.T.
K 2 34+32.97 P.C.
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E. 1,320,356.37
33.31 P.C.
46+96.39 P.I.
N. 882,865.40
E. 1,320,450.81
16° C.L.
Δ=22°38'57"
T=71.71'
46+24.87 P.R.C.
8° C.R.
Δ=11°24'21"
T=71.52
47+67.43 P.T.
G. Zellner
~~Vito Barone~~
~~T80-65~~
3.98±
1.5±
K 35+06.64 POST.
U 74+79.66 P.O.T.
Ⓐ 76+70
40' RW 22201
Ⓐ 77+25
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RECEIVED
FORM E-30 (REV. 10-63)
FOR FILING
7933

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1972

To: FILES

SUBJECT: Delta Hwy-Coburg Road (Eugene) Section
Willamette Bikeway
Lane County

On October 3 I spent the majority of the day meeting with various persons concerned with the development of the subject bikeway section. In the morning I met with Mr. Wayne Shields, owner of the Valley River Shopping Center, and Mr. George Griffin and Mr. George Price representing Lane County in Mr. Shields' office to discuss the extension of the bikeway along the river side of the shopping center. Mr. Griffin presented the plans and profiles developed by Lane County which are acceptable to Mr. Shields. A copy of the plan is attached. From this plan the County has written the deeds describing the property to be dedicated for public usage. Mr. Shields will not dedicate this property until a commitment is made to build the subject bikeway.

At the present time Mr. Shields is developing a motel adjacent to the bicycle trail and desires that the State build a rock revetment and rough grade a portion of the bicycle trail prior to his development of the site. He would in turn fill the adjacent ground and grade the bicycle trail after the rock revetment is constructed. I told Mr. Shields that this was highly impossible at the present time as we still need to clarify the permits from the Corps of Engineers and we would not commit any funds or commit to the route until the Thunderbird Motel site (located near the Ferry Street Bridge) is settled. Both Mr. Shields and the County favor the route along the river versus the route along the Delta Highway that is presently proposed on the contract plans. I asked Mr. Shields if he would be willing, during construction of the new motel, to construct the grade and rock revetment for the bicycle trail. He was not in favor of doing this due to the same problems we are having obtaining a permit from the Corps of Engineers and the additional costs involved. Mr. Shields decided that the only alternative was for him to proceed with construction of his motel and construct a portion of the bicycle trail without filling into the river, allowing enough room for our construction of the bicycle trail which will involve riprapping along this area.

NOTED
E. S. HUNTER

SP*52475-734

After lunch I met with Al Driver, Director of Public Works for Lane County, and asked him if the County would commit, within the next five years, to the extension of the bike route from the present terminus downstream to a dedicated street. Mr. Driver indicated that he would put such a commitment in writing to extend the route along an existing dike to the future county bridge over the Willamette River. A copy of his letter is attached. Mr. Driver also indicated that the County is prepared to acquire the needed strip of land along the Holemar property adjacent to the Delta Highway for the bicycle trail. This would not be done until all the problems are resolved with the entire route and a commitment is made.

I then discussed the bicycle route with Mr. Ernest Drapela, Assistant Director of Parks for the City of Eugene. Mr. Drapela had previously written a letter requesting the bicycle trail be kept above the 20-year flood plain. I questioned the 20-year flood elevation for the bicycle route and after reviewing their data it was determined that an elevation of 408 feet at the Ferry Street Bridge, elevation 406 feet at the Delta Highway, and an elevation of 405 feet in the area of the shopping center would represent this 20-year flood elevation.

Mr. Drapela and I then discussed the Thunderbird Motel site and visited Mr. Hugh McKinley, City Manager, to determine the current status of developments. Mr. McKinley stated that the Thunderbird Motel is still in the planning stages for a 150-unit motel with restaurant and parking for 234 automobiles. He stated that the City is requiring a 300-space parking facility and that the motel site will encroach somewhat on the bicycle trail. Mr. McKinley felt that they were at least two months away from a planning commission approval for the motel. I informed Mr. McKinley and Mr. Drapela that if the motel situation is not resolved the bicycle trail could not be constructed by the Oregon State Highway Division as the trail would serve no purpose without this connecting link.

In view of the problems and circumstances involved with the subject property I recommend the following procedure:

1. Revise and complete the bikeway construction plans extending along the Valley River Shopping Center as designed by Lane County.

2. Work with the Division of State Lands in acquiring the needed permits with reasonable stipulations and methods to place riprap along the river.

3. Submit the plans to the City and County for approval and acceptance of maintenance.

4. Maybe at this time Mr. Shields will dedicate the property as he seems to want the bicycle route constructed but at the same time is unwilling to dedicate the property without some purpose.

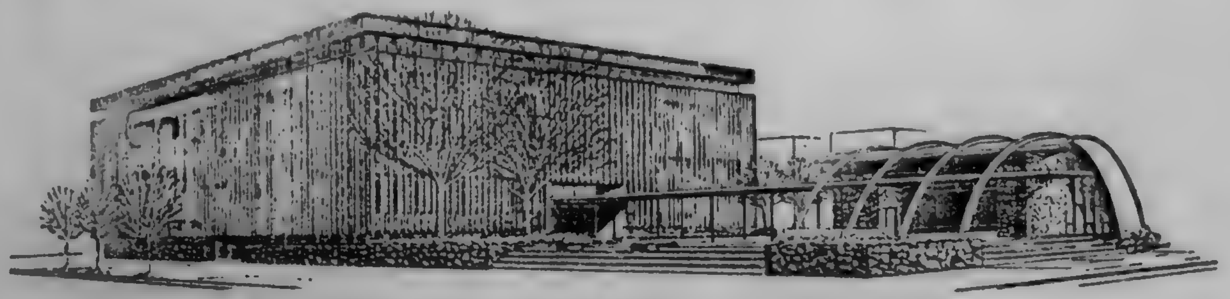
James D. McClure
Bicycle Route Engineer

JDM:jp
Attach
cc: E.S. Hunter ✓

RECEIVED
OCT 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

LANE COUNTY
PUBLIC WORKS DEPARTMENT
AL DRIVER – DIRECTOR
1820 Roosevelt Blvd. · P.O. Box 2729 · Eugene, Oregon 97402 · Phone (503) 688-5231

DIVISIONS
ADMINISTRATION
OPERATIONS
ENGINEERING
MOTOR POOL
PARKS & REC.
SOLID WASTE
SURVEYORS
135 East Sixth Avenue
Eugene, Oregon 97401
Phone (503) 342-1311
Extension 431



County Courthouse, 125 E. 8th Ave., Eugene, Oregon 97401

October 5, 1972

Mr. Jim McClure
Office Locating Engineer
Oregon State Highway Department
225 Highway Building
Salem, Oregon 97310

Dear Jim:

I appreciate the visit we had concerning a proposed bike pathway along the Willamette River adjacent to the Valley River Center.

Lane County plans to obtain the necessary easements and construct the bike pathway on downstream from the southwest corner of the Valley River Center parking lot. Our plans are to construct this route in a five-year-time frame.

We look forward to a close liaison with you regarding these matters.

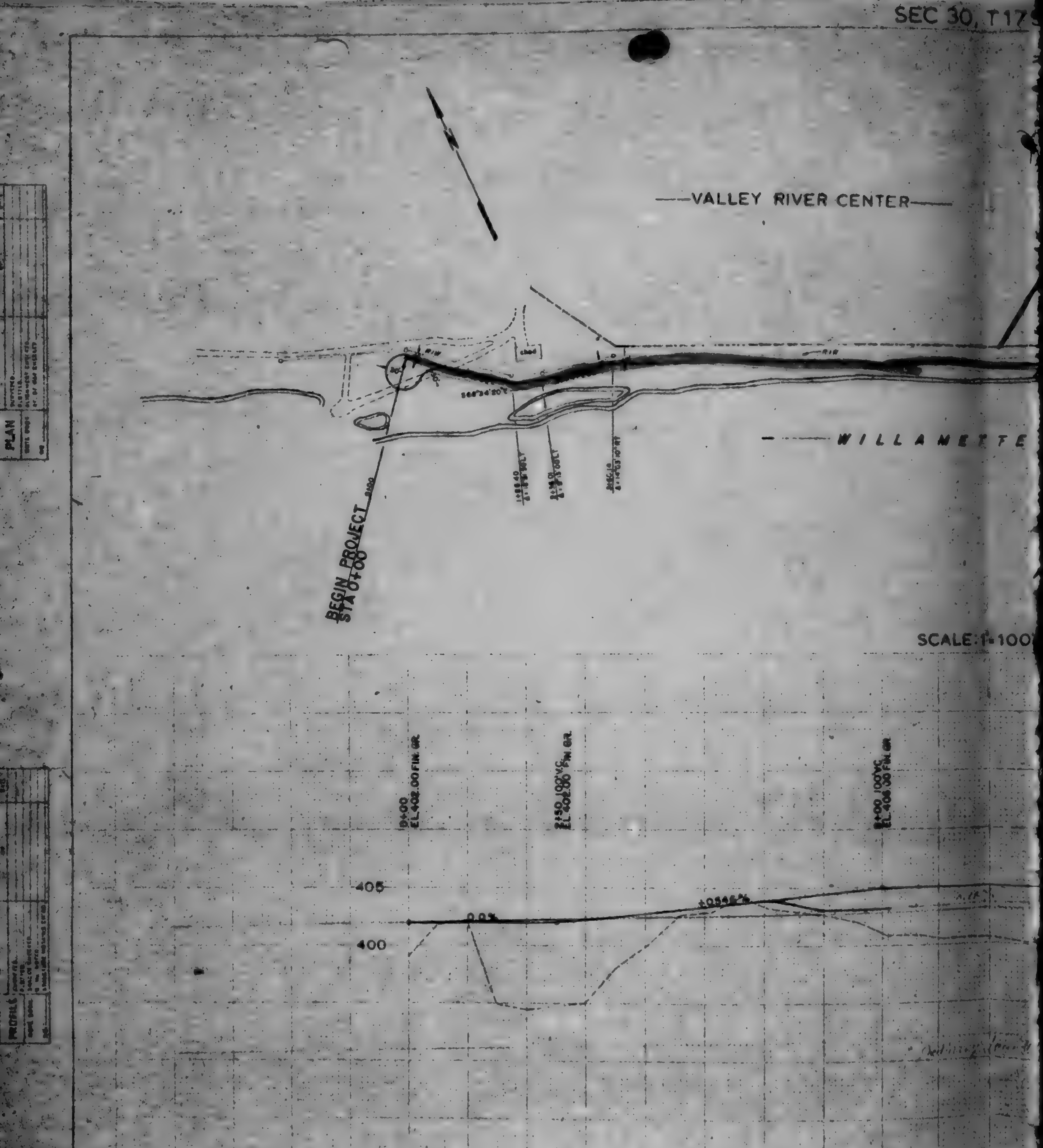
Sincerely,

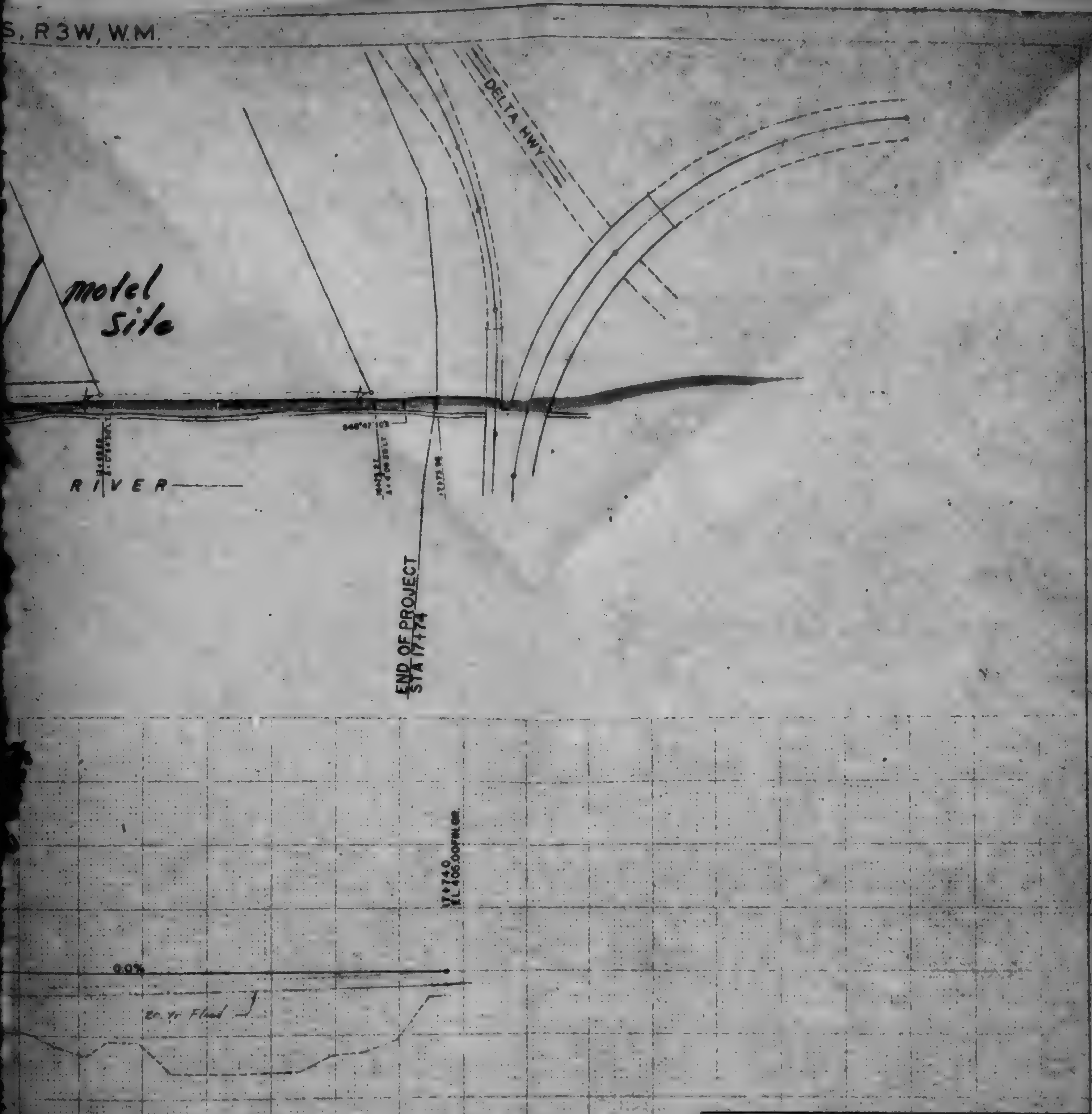
Al Driver
Al Driver, Director
Department of Public Works

blr

RECEIVED
OCT 9 1972
LOCATION
SECTION

NOTED
J. D. McCLURE


SEC 30, T17
VALLEY RIVER CENTER
WILLAMETTE
BEGIN PROJECT
STA 0+00
R/W
S68°34'20"E
SCALE: 1"=100
PLAN
PROFILE
0+00
EL 402.00 FIN. GR.
2+50 100'V.C.
EL 402.00 FIN. GR.
8+00 100'VC
EL 406.00 FIN. GR.
405
400
0.0%
+0.545%
0
5
10


S, R3W, W.M.
DELTA HWY
motel Site
RIVER
END OF PROJECT
STA 17+74
17+74.0
EL 405.00 FIN. GR.
0.0%
20 Yr Flood
15

[redacted]

VALLEY RIVER CEN.-DELTA HWY SECTION

WILLAMETTE RIVER BIKEWAY

COUNTY ROAD NO. [illegible]

AL DRIVER
DIRECTOR OF PUBLIC WORKS

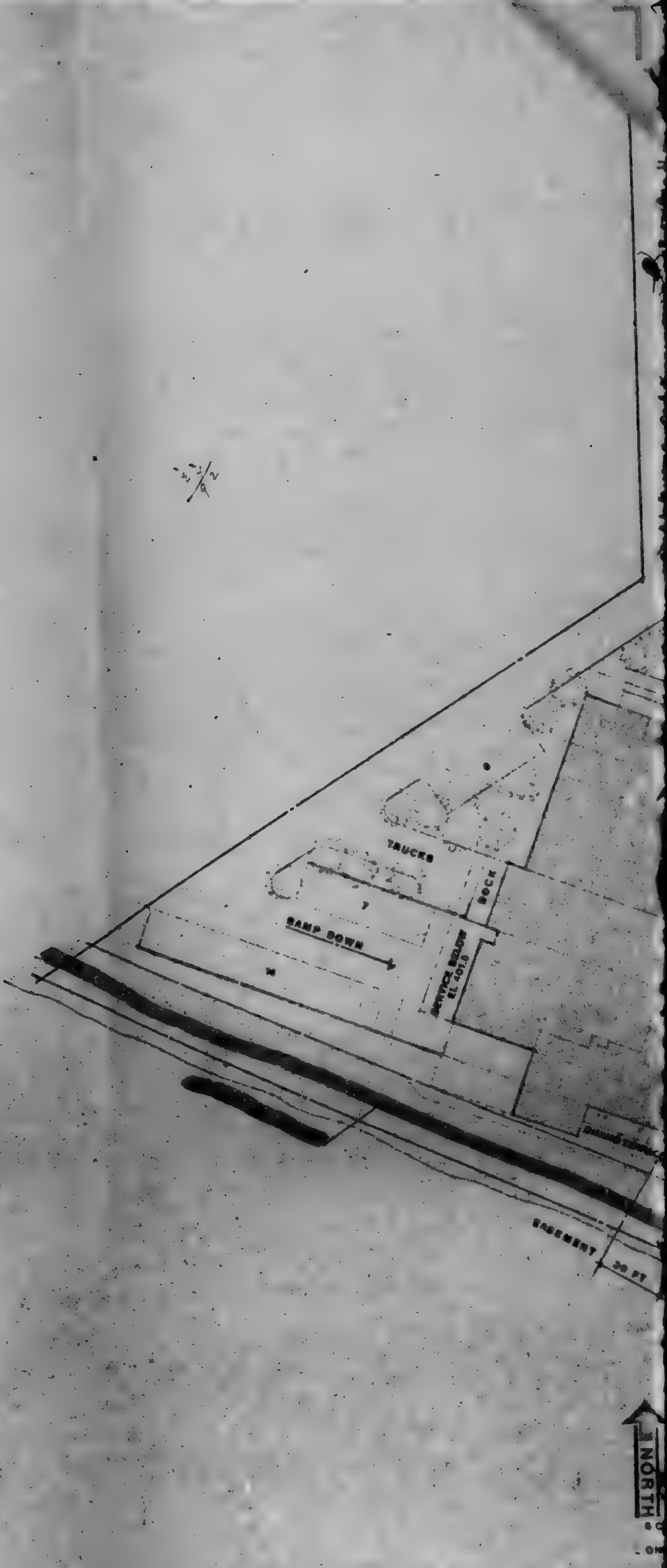
DATE OCT 1972

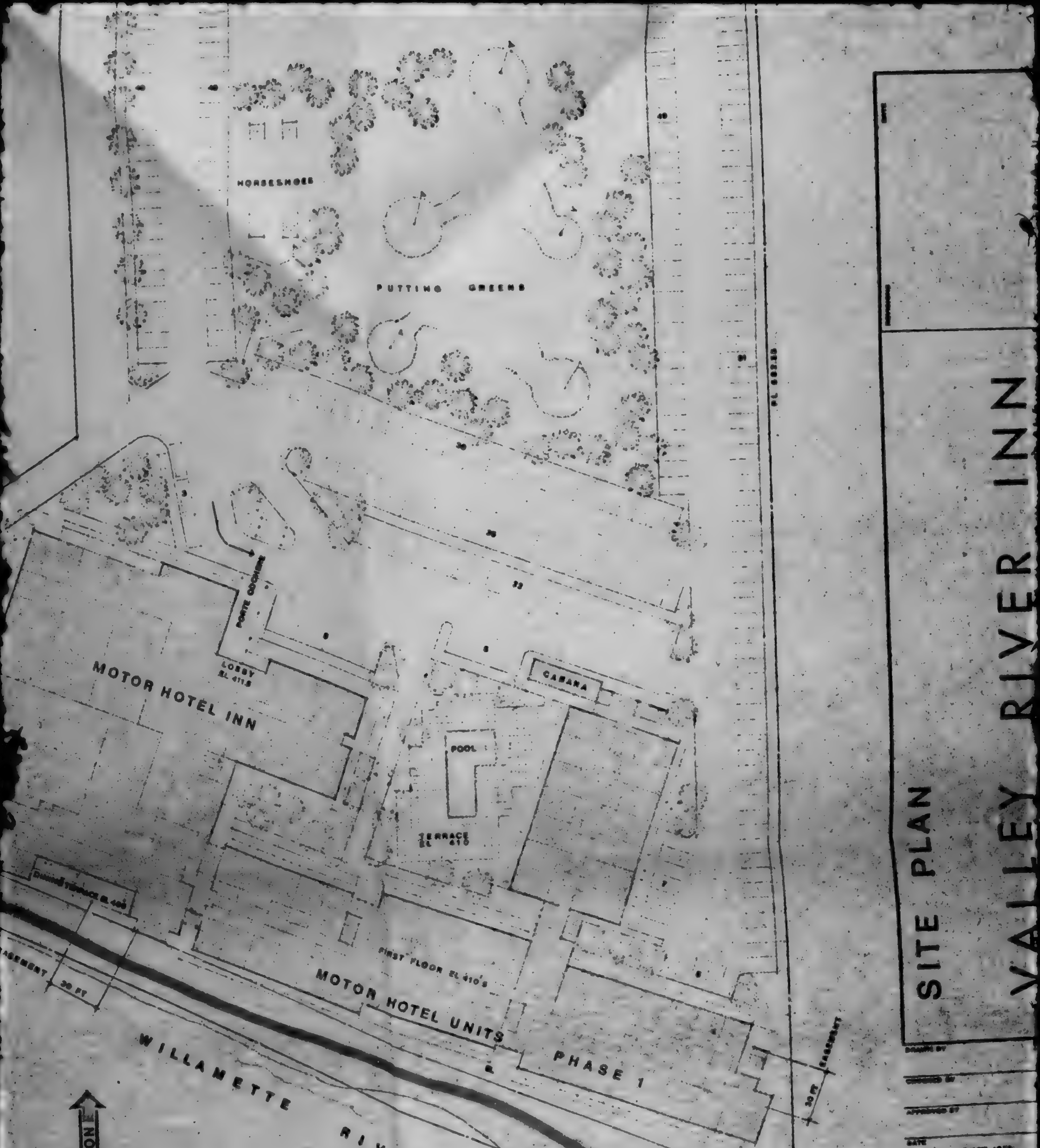
LAWRENCE B. OLSON
COUNTY SURVEYOR

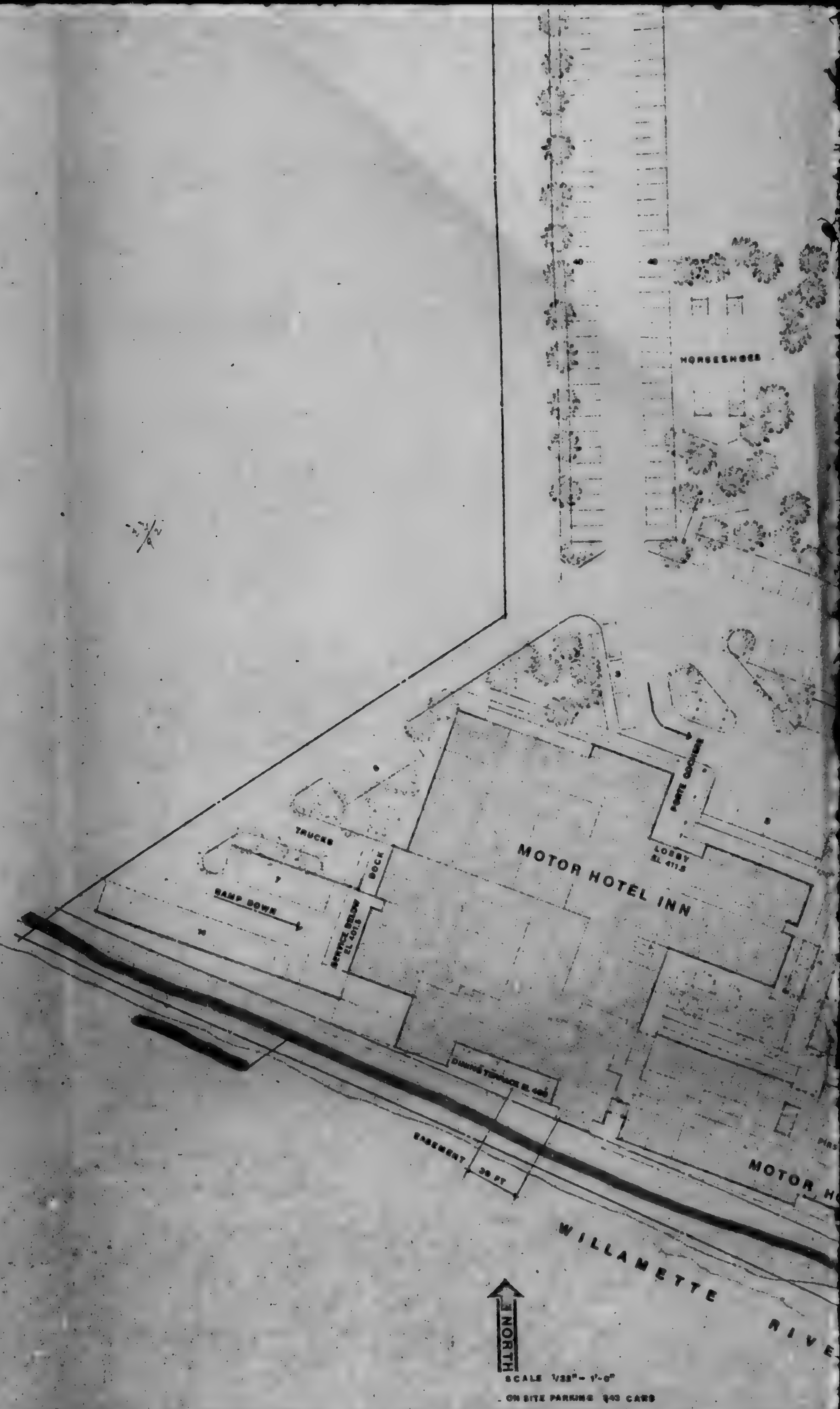
SCALE AS SHOWN

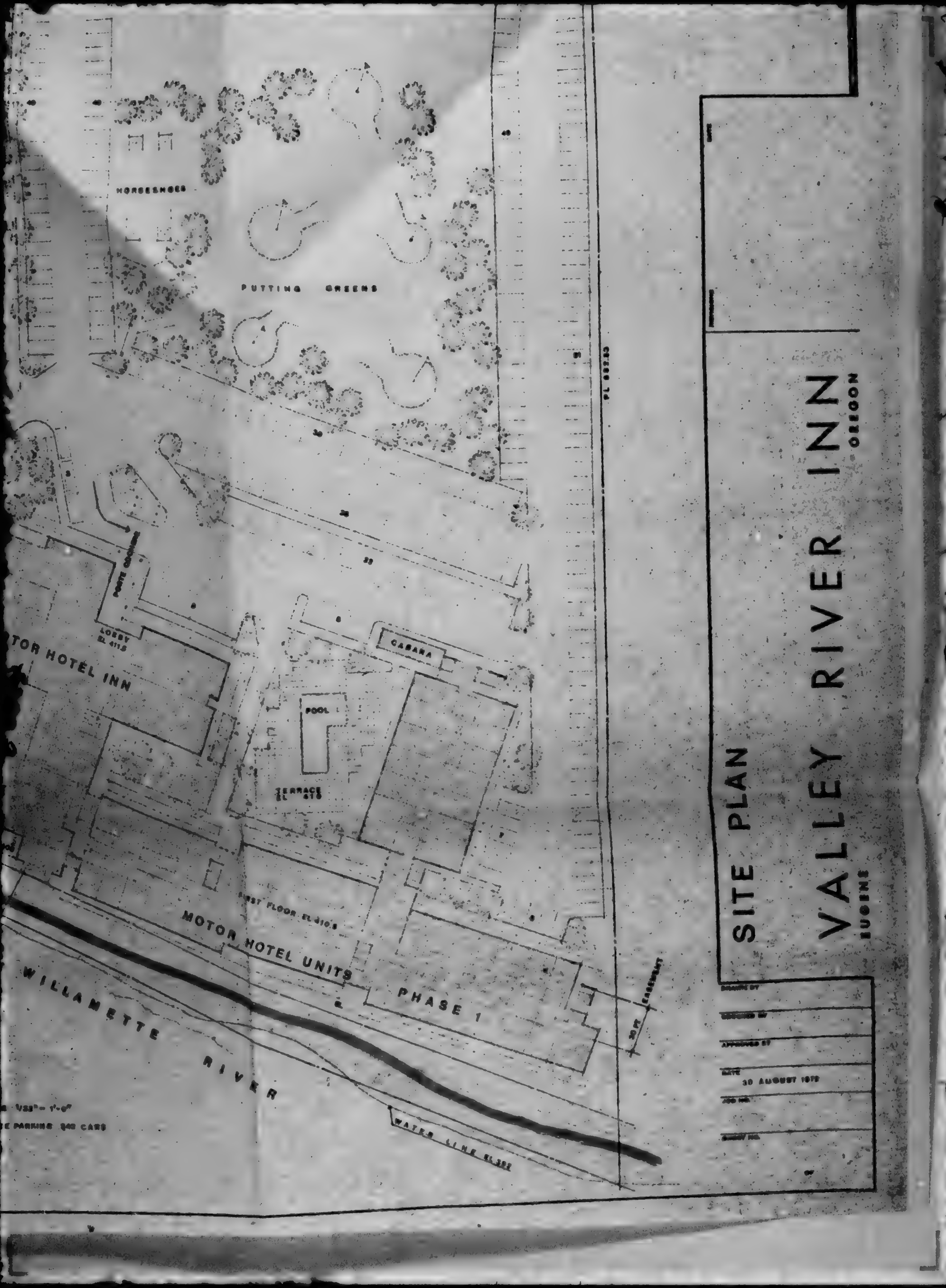
FILE NO. [illegible] ACCOUNT NO. INDEX NO.

FIELDBOOK NO. 570 SHEET 1 OF 1 SHEETS


TRUCKS
DOCK
RAMP DOWN
SERVICE BELOW
EL 401.5
EASEMENT
30 FT
NORTH


HORSESHOES
PUTTING GREENS
PORTE COCHERE
LOBBY EL 411.5
MOTOR HOTEL INN
CABANA
POOL
TERRACE EL 410
DINING TERRACE EL 400
FIRST FLOOR EL 410.5
MOTOR HOTEL UNITS
PHASE 1
EASEMENT 30 FT
30 FT EASEMENT
WILLAMETTE RIVER
WATER LINE EL 392
NORTH
SCALE 1/32" = 1'-0"
ON SITE PARKING 343 CARS
SITE PLAN
VALLEY RIVER INN
DRAWN BY
CHECKED BY
APPROVED BY
DATE
30 AUGUST 1972
JOB NO.
SHEET NO.


HORSESHOES
TRUCKS
DOCK
RAMP DOWN
SERVICE BELOW EL 401.5
MOTOR HOTEL INN
LOBBY EL 411.5
PORTE COCHERE
DINING TERRACE EL
EASEMENT 30 FT
MOTOR HO
WILLAMETTE RIVE
NORTH
SCALE 1/32" = 1'-0"
ON SITE PARKING 343 CARS



HORSESHOES
PUTTING GREENS
PORTE COCHERE
LOBBY EL 411.5
MOTOR HOTEL INN
CABANA
POOL
TERRACE EL 410
FIRST FLOOR EL 410.5
MOTOR HOTEL UNITS
PHASE 1
WILLAMETTE RIVER
WATER LINE EL 392
EASEMENT
20 FT
PL
E 1/32" = 1'-0"
E PARKING 240 CARS

SITE PLAN

VALLEY RIVER INN

EUGENE OREGON

DRAWN BY

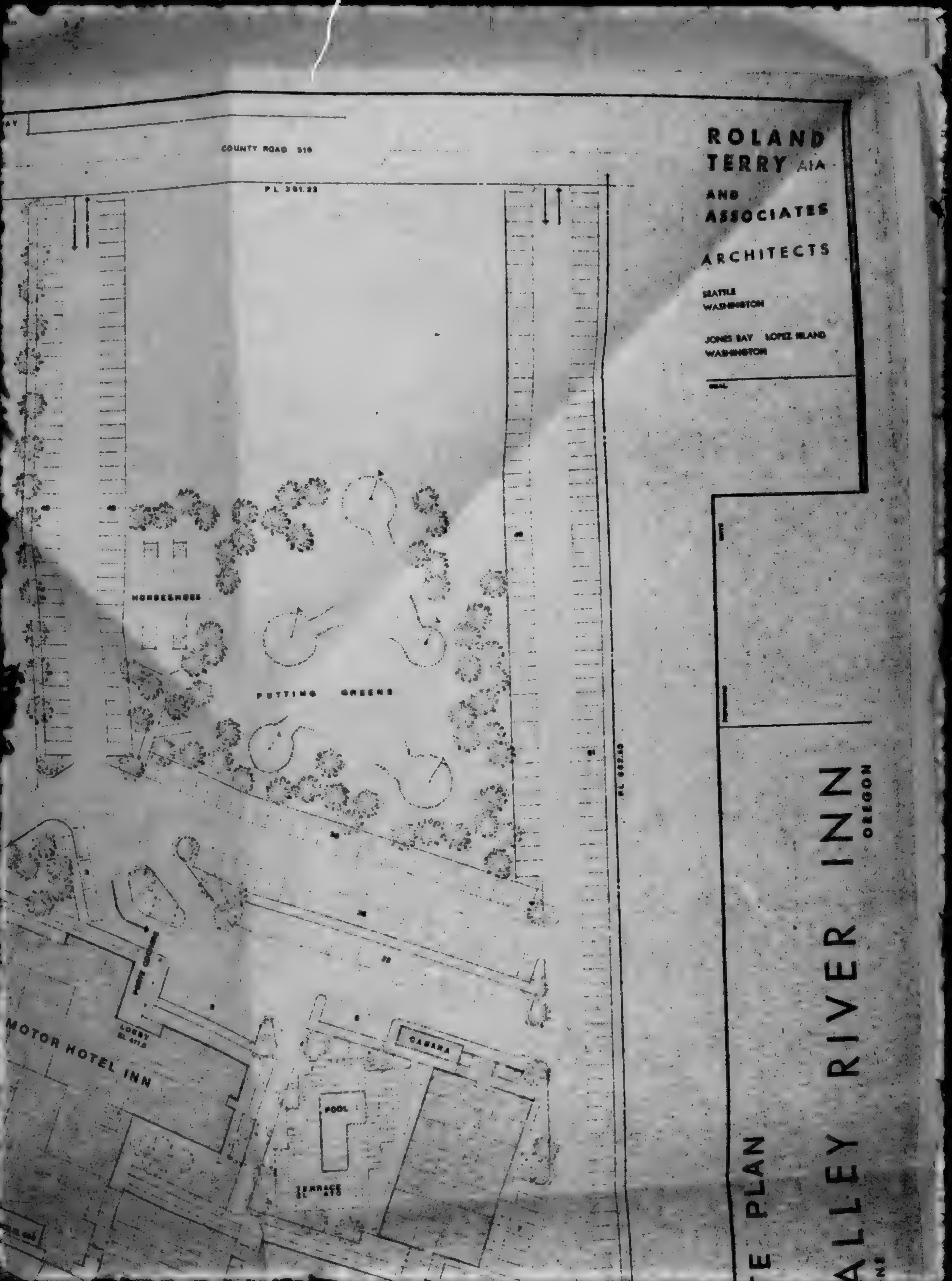
CHECKED BY

APPROVED BY

DATE
30 AUGUST 1972

JOB NO.

SHEET NO.


ROLAND
TERRY AIA
AND
ASSOCIATES
ARCHITECTS
SEATTLE
WASHINGTON
JONES BAY LOPEZ ISLAND
WASHINGTON
COUNTY ROAD 319
P L 301.22
HORSESHOES
PUTTING GREENS
MOTOR HOTEL INN
LOBBY
CABANA
POOL
TERRACE
E PLAN
ALLEY RIVER INN
OREGON

RECEIVED
SEP 20 1972
FORM E-30-X 12-67
FOR FILING
7933

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1972

SUBJECT: Bikeway Extension along Valley River Shopping Center Eugene, Lane County

To: MEMO TO THE FILES

This morning I had a telephone conversation with Mr. George Griffin, Subdivision Engineer for Lane County, in reference to the subject bikeway. Mr. Griffin stated that Lane County is presently preparing written descriptions and deeds necessary for the bikeway extending along the Valley River Shopping Center. Mr. Shields, owner of the shopping center, has indicated he will sign the deeds dedicating a strip of land along the river for a public bikeway. This will be done some time next week. This dedication will satisfy the agreement that Mr. Shields has with the Division of State Lands--the agreement recently involving Mr. Robert Straub.

Mr. Griffin's staff has prepared plans, profiles and computed quantities for extending the bike route approximately 1750 feet beyond our present termination at the Delta Highway. Their plan is parallel to the river and the shopping center parking lot. The County also is prepared to acquire a strip of land along the Holemar property for the bicycle route. This property lies between our right of way and property owned by Mr. Shields. Mr. Griffin indicated that the first 450 feet of bicycle trail from the Delta Highway would be expensive, requiring a rock fill at an estimated cost of $25,000. The remaining portion of the bicycle route along the shopping center has not been estimated at this time but would be less expensive to construct.

I asked Mr. Griffin which portion of the bicycle facility the County was prepared to finance. He said that County Engineer Al Driver had stated that funds were not available to finance this portion of the bike route. The County plans to extend the route farther west of the shopping center parking lot in the future.

NOTED
E. S. HUNTER

Memo to the Files
Page 2
September 19, 1972

I would recommend that we consider the County's proposal as an extension to the existing project and not construct the portion of bikeway (850 feet) along the Delta Highway as shown on their present plans.

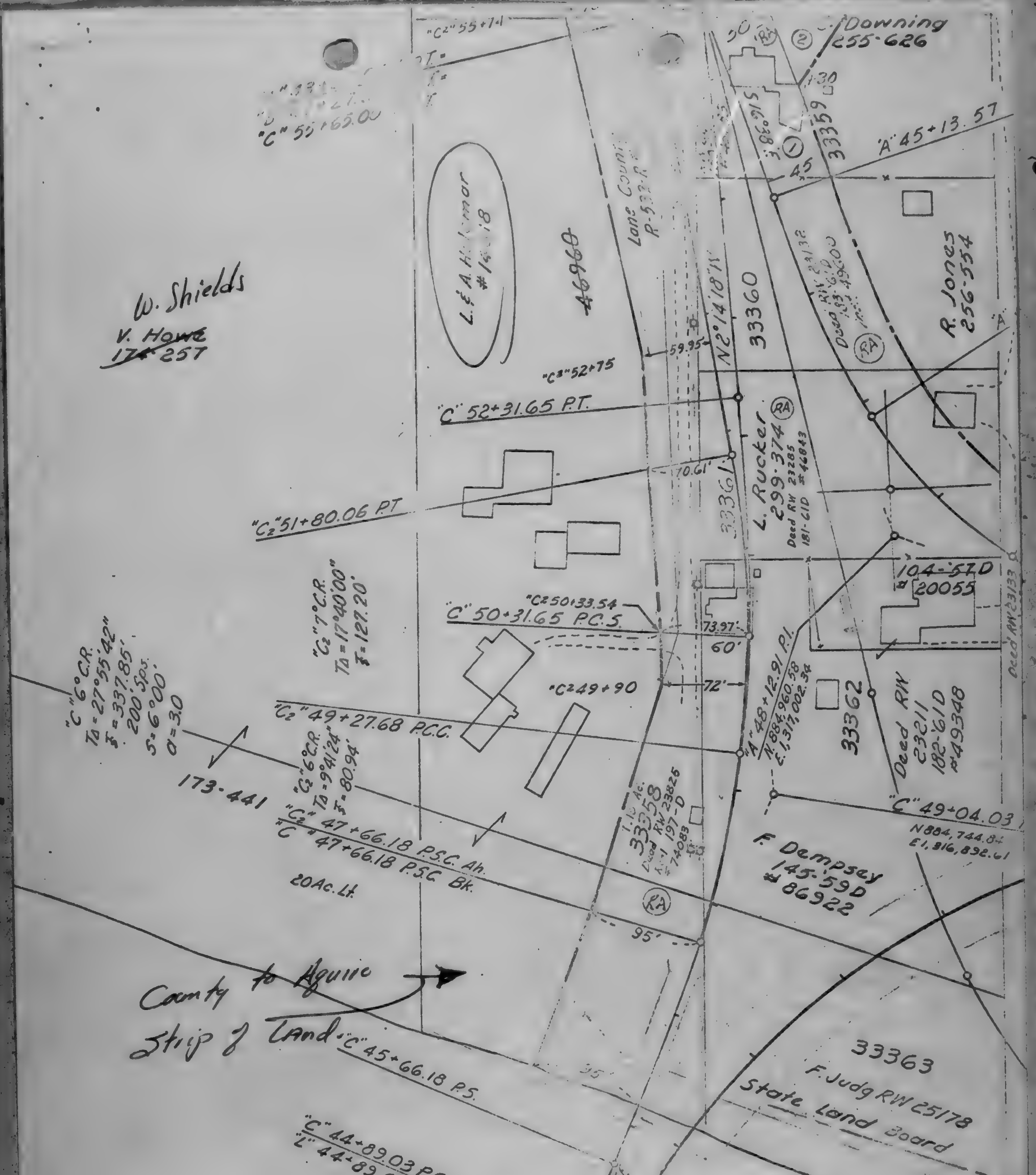
I have been invited to attend a meeting in Mr. Shields' office on October 3 at 10:00 am to discuss implementation of the bicycle route facility with the County.

Attached are maps and letters for informational purposes.

James D. McClure
Bicycle Route Engineer

JDM:jp
Attach
cc: E.S. Hunter

RECEIVED
SEP 21 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER


"C2" 55+7.4
"C" 55+65.00
Downing
255-626
+30
45
"A" 45+13.57
33359
L.&A. Holdmar
#14918
~~46960~~
Lane County
N2°14'18"E
33360
Deed RW 23132
R. Jones
256-554
RA
"A"
W. Shields
V. Howe
~~174~~ 257
59.95'
"C3" 52+75
"C" 52+31.65 P.T.
70.61'
"C2" 51+80.06 P.T.
33361
L. Rucker
299-374
Deed RW 23285
181-610
#46843
104-57D
#20055
Deed RW 23133
"C2" 7° C.R.
TΔ = 17°40'00"
T = 127.20'
"C2" 50+33.54
"C" 50+31.65 P.C.S.
73.97'
60'
72'
"C2" 49+90
"C" 6° C.R.
TΔ = 27°55'42"
T = 337.85'
200' Sps.
S = 6°00'
a = 3.0
"C2" 6° C.R.
TΔ = 9°41'24"
T = 80.94'
"C2" 49+27.68 P.C.C.
"A" 48+12.91 P.I.
N. 884,960.58
E. 1,317,002.34
33362
Deed RW
23211
182-610
#49348
173-441
"C2" 47+66.18 P.S.C. Ah.
"C" 47+66.18 P.S.C. Bk.
33358
Deed RW 23825
197-D
#74083
"C" 49+04.03
N 884,744.84
E 1,316,892.61
20 Ac. Lt.
F. Dempsey
145-59D
#86922
95'
County to Aquire
Strip of Land
"C" 45+66.18 P.S.
33363
F. Judg RW 25178
State Land Board
95'
"C" 44+89.03 P.O.T. = 28.2' Lt.
"L" 44+89.03 P.O.S.

RECEIVED
JUN 19 1972
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

Bikeways

June 14, 1972

Mr. Robert W. Straub Eugene
State Treasurer
State Treasury Department
State Capitol
Salem, Oregon 97310

Dear Mr. Straub:

Attached is a letter from Mr. Al Driver, Director, Lane County Public Works Department, confirming Lane County's commitment as per our telephone conversation of June 9.

Mr. Driver indicates that they will perform the necessary work to negotiate the required easement for extending the bike route along the Willamette River adjacent to the Valley River Shopping Center.

In view of Lane County's commitment, I feel that the deeding of this property for public use will now go forward.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Office Locating Engineer

NOTED
E. S. HUNTER

Attach
JDM:jp
bc: E. S. Hunter
J. H. Versteeg
Bill Cox, Division of State Lands

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

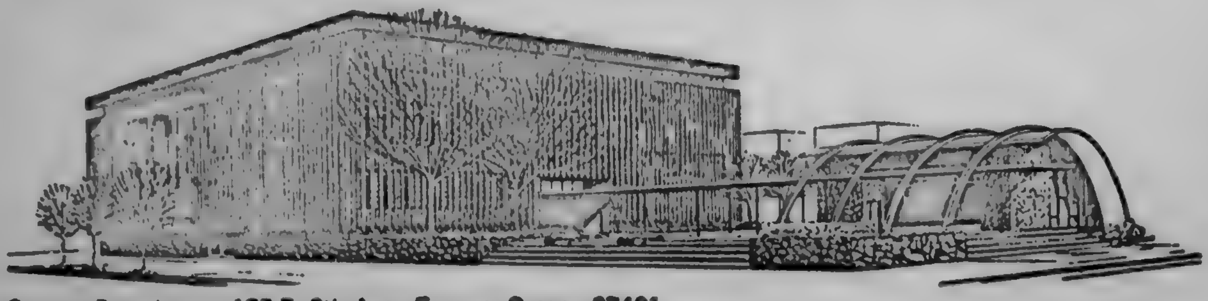
LANE COUNTY
PUBLIC WORKS DEPARTMENT

AL DRIVER – DIRECTOR

1820 Roosevelt Blvd. • P.O. Box 2729 • Eugene, Oregon 97402 • Phone (503) 688-5231

DIVISIONS
ADMINISTRATION
OPERATIONS
ENGINEERING
MOTOR POOL
PARKS & REC.
SOLID WASTE

SURVEYORS
135 East Sixth Avenue
Eugene, Oregon 97401
Phone (503) 342-1311
Extension 431



County Courthouse, 125 E. 8th Ave., Eugene, Oregon 97401

June 9, 1972

Mr. James D. McClure
Office Locating Engineer
Oregon State Highway Division
225 Highway Building
Salem, Oregon 97310

Dear Jim:

This letter is to confirm our telephone conversation concerning the extension of the bicycle route along the north bank of the Willamette River running adjacent to Valley River shopping center.

As of this date, Lane County will perform the field survey work required to locate a bicycle route and will negotiate the easements, right-of-way, or whatever is needed on behalf of Lane County.

We do not have a construction schedule for this route since we are utilizing a bicycle subcommittee under the Transportation Planning Committee for bicycle route planning and prioritizing in the urban area. This route will be analyzed as to its place in the priority, and construction will begin when that priority time comes due. We will, upon completion of field survey and drafting of map, send you a copy for your review and analysis.

Very truly yours,

Al Driver
Al Driver, Director
Department of Public Works

bls

cc: Howard Buford
George Price
File

RECEIVED
JUN 19 1972

Bikeways
Eugene

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1972

SUBJECT: Proposed Bicycle Route
Valley River Shopping Center
Eugene

To:

Mr. Victor D. Wolfe
Location Engineer

This is in reference to Mr. Versteeg's letter of June 2 to Mr. Al Driver, Lane County Public Works Director, pursuant to the statement that Lane County will construct the bikeway along the subject property. (Letter attached.)

Recently, the Division of State Lands and Mr. Robert Straub have been involved in this project. The Division of State Lands has a verbal agreement with Mr. Wayne Shields, Valley River Shopping Center, to the effect that Mr. Shields will donate for public use a strip of land between the river and shopping center for greenway or bicycle trail purposes. Mr. Shields has stated that he will donate the necessary land with the understanding that the final location and design meet with his approval.

I contacted Mr. Versteeg to discuss this matter and find out about the County's commitment. I then contacted Mr. Al Driver to discuss the project and needs of the Division of State Lands. Mr. Driver stated that Lane County will construct the route and prepare the necessary maps for right of way and design of the bike route so that Mr. Shields will donate the land. He will write a letter confirming the County's commitment and will begin preparing the maps immediately.

I then contacted Mr. Robert Straub to relay the current status of the project and stated I would send him a copy of Mr. Driver's letter when it is received. Mr. Straub seemed satisfied but wanted to know exactly when the maps would be forthcoming. I suggested that he contact Mr. Driver or that possibly this might be in his letter.

NOTED
E. S. HUNTER

RECEIVED
JUN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

James D. McClure
Office Locating Engineer

JDM:jp
Attach
cc: E. S. Hunter
J. H. Versteeg

SP*52475-734

RECEIVED
FOR FILING

OREGON STATE
HIGHWAY DIVISION
REGION 3
P.O. Box 1128, Roseburg, Oregon 97470 - Phone 672-6541, Ext. 241

Bikeways
Eugene

Mr. Al Driver
Public Works Director
Lane County
Lane County Courthouse
Eugene, Oregon 97401

June 2, 1972

Dear Mr. Driver:

The Highway Division plans to let a contract June 29, 1972, for the construction of a bicycle pathway along the Willamette River in the City of Eugene. This bikeway will begin at the Ferry Street Bridge and terminate near the Valley Center shopping area.

Based on our discussion on June 1, 1972, Lane County will construct a bikeway along the Willamette River from the Valley shopping center northwesterly to the proposed Park Avenue crossing of the Willamette River. The exact route and timing will depend on the development of a comprehensive bikeway plan for the Eugene area.

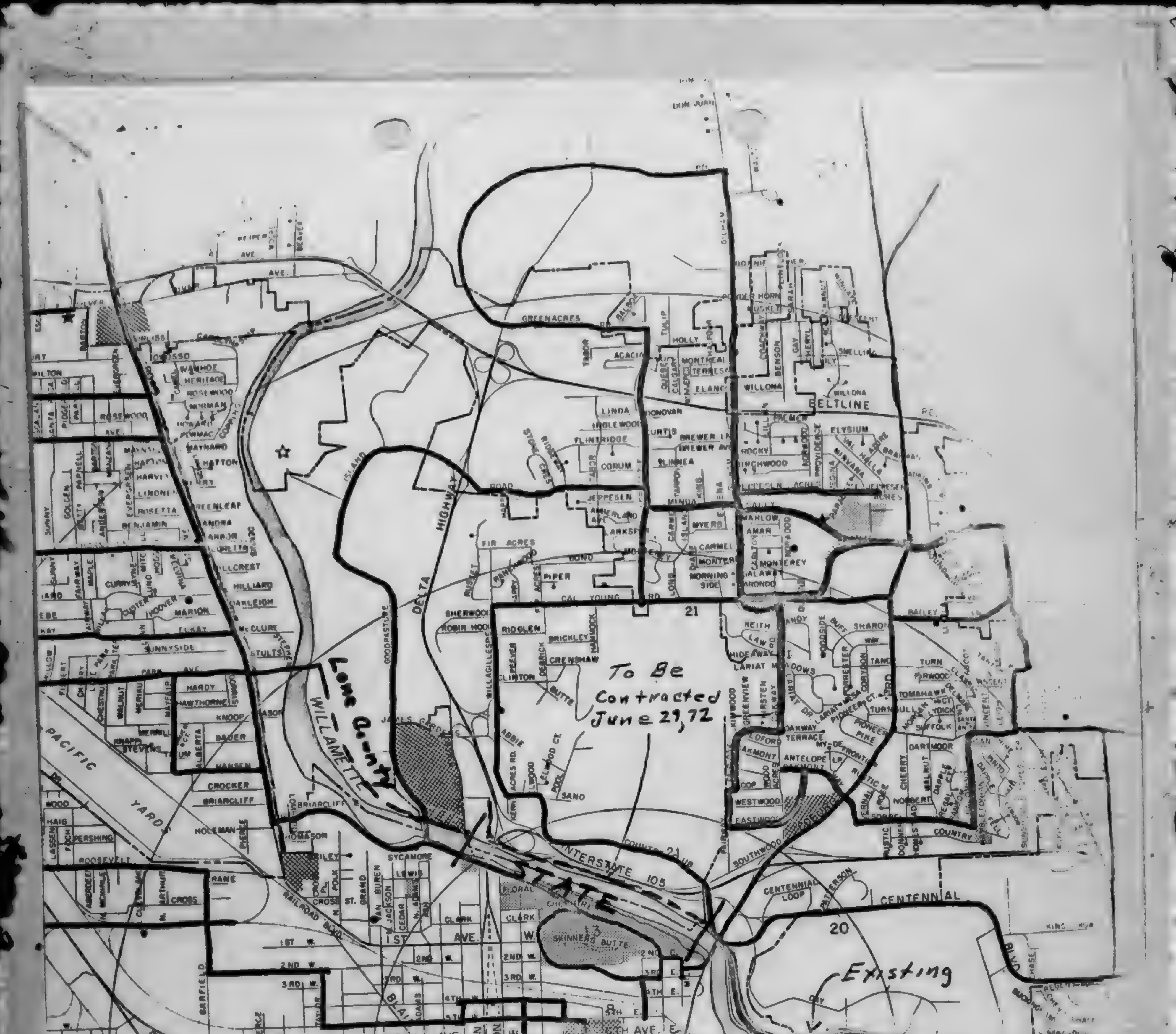
Very truly yours,

J H Versteeg
JAMES H. VERSTEEG
Regional Engineer

JHV/mn
cc E.S. Hunter ✓
Victor Wolfe
James McClure

NOTED
E. S. HUNTER

RECEIVED
JUN 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER


To Be Contracted June 29, 72
Lane County
Existing
To Be Contracted To [illegible] Underpass
21
20
13
WILLAMETTE
STATE
INTERSTATE 105
PACIFIC YARD
RIVER
SKINNERS BUTTE
DELTA HIGHWAY
BELTLINE
GREENACRES
CAL YOUNG RD
CENTENNIAL BLVD
CENTENNIAL LOOP
FRANKLIN
COUNTRY
SOUTHWOOD
HILYARD
PATTERSON
JEFFERSON
WASHINGTON
1ST AVE.
6TH AVE.
7TH AVE.
11TH AVE.
13TH AVE. E.
18TH
15
4
10
17
12

cc: Mr. McClure

State of Oregon
Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

May 30, 1972

Memo to: Governor McCall, Secretary of State Myers, and Bill Cox

From: Bob Straub Bob

Re: Valley River Shopping Center

I spent Friday afternoon at the Valley River Shopping Center site with Wayne Shields, representatives of the city, county and Greenway, and the State Highway Department. I think I have an understanding of what is involved.

Wayne Shields is delaying the dedication of river bank property -- which he had agreed to several years ago -- because he wants to know what will be asked of him by the State Highway Department for a bicycle trail along the river bank through all of his property in the area, prior to his dedicating any portion of it to the public. He does not want to deal with deeding property to the public along the river bank in a piecemeal fashion.

The bottleneck is the State Highway Department's inability to present their proposal for a bicycle trail through the Valley River Center area. Until they have such a plan, Wayne Shields won't act.

I think Wayne Shield's position is understandable and proper. I can also appreciate why it is difficult for the State Highway Department to adopt standards for this new bicycle trail program which has been hastily thrust upon them, but we should put pressure on the Department to develop their bicycle plan through this area as soon as possible.

I have talked this morning with Mr. Jim McClure of the Highway Department, who is in charge of bicycle trails, and he assures me they will have it within two months and possibly sooner.

In the meantime, it is my recommendation that we hold off signing the requested quitclaim deed to Valley River Center on the 13-acre parcel, pending before the State Land Board, until the whole problem is solved. We then sign the deed contingent upon Wayne Shield's willingness to specifically perform along the entire waterfront in a manner reasonable and consistent with the State Highway Bicycle Plan.

On the question of permitting Valley River Center to remove a bar from the river, I feel this should be discussed as there might be a public benefit in having the bar removed.

NOTED
J. D. McCLURE

RECEIVED
1 - 1972

FOR FILING

Bikeway
Eugene

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1972

To: MEMO TO THE FILES

SUBJECT: Proposed Bike Route
Valley River Shopping Center
Eugene

On May 19 Mr. William Cox from the Division of State Lands contacted this office in reference to the dedication of land along the Willamette River frontage. Mr. Cox stated that the State Land Board had a verbal agreement with Mr. Shields, owner of the shopping center, to dedicate a strip of land for park purposes along the Willamette River. He wanted to know how wide the strip should be as they want to initiate dedicated easement procedures.

I contacted Mr. J.X. Wilson and discussed this matter. A copy of his memorandum of a meeting with Mr. Shields is attached.

I advised Mr. Cox on May 24 that as far as we were concerned the easement would be donated to the City as agreed and negotiations are proceeding properly to the best interests of all concerned. I told him we did not feel they should intervene at this time.

James D. McClure
James D. McClure
Office Locating Engineer

NOTED
E. S. HUNTER

JDM:jp
Attach
cc: E. S. Hunter
J. X. Wilson

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1972
FOR FILING

Bikeway

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 28, 1972

Eug
To: MEMO TO THE FILE

SUBJECT: Proposed Bike Route
North Bank Willamette River
I-105 West

On Tuesday, April 25, 1972, I attended a meeting in the office of Wayne Shields, principal owner of Valley River Center. Also in attendance at this meeting were Al Driver, Lane County Public Works Director, and Harley Mayfield, Eugene area Resident Engineer.

The purpose of the meeting was to get together with Mr. Shields and formulate preliminary plans for a bike route along the north bank of the Willamette River from I-105 to an indefinite point to the west. The area particularly discussed was that property under the ownership of Valley River Center. This is both the property currently developed and that which will be developed in the future.

Mr. Shields indicated he is ready to donate the necessary right of way for our use with the understanding that the final location and design meet with his approval and fit into his development plans. To arrive at the point where we can make an agreement, two things remain to be done. One is that we will develop a preliminary plan of the location using a strip aerial map to be supplied by Al Driver. The second is that Mr. Shields needs to firm up his development plans with his designers.

Al Driver will contact us when the strip map is available so we can plot a proposed route. Mr. Shields will contact us when his plans are set. We will again meet and, if preliminary agreement can be reached, and a written commitment can be obtained from Mr. Shields, we will request an authorization for survey to proceed with field location.

NOTED
E. S. HUNTER

REFERRED TO Wills-McClure
By Location Engineer

copy Hunter

RECEIVED
MAY 2 1972
LOCATION SECTION

Al Driver stated the county is very interested in this proposal and will cooperate and assist as much as possible.

My thinking is that this is a very worthwhile project to pursue. Continuous access along the banks of the Willamette is something to be preserved for the public and if, as might be the case here, the right of way is donated by the owner, so much the better.

J. X. Wilson
J. X. WILSON
Region Construction Engineer

JXW/cw
cc Victor D. Wolfe
C. T. Keasey
Al Driver
H. E. Mayfield

VED
MAY 5 1972
OFFICE OF
HIGHWAY ENGINEER

51

RECEIVED
SEP 1

1859

OREGON STATE
HIGHWAY DIVISION

7933

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon State Highway Commission

DATE September 12, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails
October 26 Bid Letting**

Bids will be taken October 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Hwy, Hood River County
   Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oro Dell Section, Old Oregon Trail Hwy, Union Co.
   Irrigation Structure Project

   Same as No. 1.

3. Ava Avenue-East Burnside Street (Gresham) Section, Mt. Hood Hwy, Multnomah County
   Grade and Pave (co-op) Project

   Sidewalks with bicycle ramps will be provided throughout the length of the project.

4. Clarno Section, Shaniko-Fossil Hwy, Wasco and Wheeler Counties
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . . if . . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. T.V. Hwy at SE Minter Bridge Road (Hillsboro) Sec., Tualatin Valley Hwy, Washington County
Grade, Pave, Signals and Railroad Gates

Same as No. 1.

6. Garfield Street-High Street (Eugene) Section, Pacific Hwy West, Lane County
Signals Project

Same as No. 1.

7. NE 166th Avenue-NE 190th Avenue Section, FAS 730 (NE Halsey Street), Multnomah County
Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project.

8. 2nd Street-So. Railroad Boulevard (Redmond) Sec., FAS 926, Deschutes County
Structure Project

5 ft. concrete sidewalks being provided on each side.

9. Squaw Creek Canal (Three Creek Lake Road) Bridge Sec., FAS 853, Deschutes County
Structure Project

Same as No. 4.

10. South Fork Malheur River-Malheur Caves Road Sec., Steens Hwy, Harney County
Grade and Pave Project

Same as No. 4

11. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

12. Fern Rock Creek-South Fork Gales Creek Section, Wilson River Hwy, Washington County
Slide Correction Project

Same as No. 1.

13. Forest Boundary-Bull Creek Section, Clackamas Hwy, Clackamas County
E.R. Project to repair January 1972 storm damage to slopes and riprap

Same as No. 1.

14. Tide Port Slide Section, Fishhawk Falls Hwy, Clatsop County
Slide Correction Project

Same as No. 1.

15. Deadman's Creek Slide Section, Wilson River Hwy, Tillamook County
Slide Correction Project

Same as No. 1.

16. Butler Bridge Slide Section, FAS 584, Lincoln Co.
Slide Correction Project

Same as No. 1.

17. Willamette River-Orleans Section, Corvallis-Lebanon Hwy, Linn County
Slope Protection Project

Same as No. 1.

18. Thomas Creek (Schindler) Bridge Section, Albany-Lyons Hwy, Linn County
Bridge Repairs Project

Same as No. 1.

19. Lost Creek Bridge Section, Willamette Hwy, Lane County
Bridge Repair Project

Same as No. 1.

20. 25th Street SE-37th Avenue SE (Salem) Bikeway Section, North Santiam and FAS 673, Marion Co.
Grade, Pave and Structure Project

Project designed specifically to provide a separated bikeway along State Street in East Salem.

21. Independence Junction-West Salem Bikeway Sec., Willamina-Salem Hwy, Polk County
Grade and Pave Project

Project designed specifically to provide a separated bikeway from Independence Junction to Wallace Marine Park in West Salem.

22. Delta Hwy-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Project designed specifically for a bike route along the north shore of the Willamette River. Previously on February 22 meeting agenda.

23. Railroad Avenue at Newmark Street (North Bend) Section, Oregon Coast Hwy, Coos County
Traffic Signal Project

Same as No. 1.

24. 10th Street at "C" Street (Baker) Section, La Grande-Baker Hwy, Baker County
Traffic Signal Project

Same as No. 1.

25. San Marine State Wayside, Lincoln County
Beach Access Project

Footpaths will be provided from parking lot to the beach area.

26. Otter Point State Park, Curry County
Day Use Improvement Project

Same as No. 1.

27. Emigrant Springs State Park, Umatilla County
Utility Building Project

Same as No. 1.

These matters will be on the agenda for the September 19 meeting and your approval is requested.

JDM:jp el
bc: Cecil Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

RECEIVED

FOR FILING

7933 MEMO TO FILES

August 2, 1972

Re: Bicycle-Pedestrian Facilities
Proposed Projects
Various Cities & Counties

PROJECTS & STATUS:

1. S.W. 12th Ave.-S.W. 18th Ave. (Goose Hollow) Bikeway Section. Sunset Hwy., City of Portland.
    - a. Agreement submitted to City 6/29. At meeting with City of 7/17 they expressed a desire to issue construction permit and make future agreement for maintenance and related use of streets.
2. Gresham St.-Indiana St. (Ashland) Bikeway Section. Rogue Valley Hwy., City of Ashland.
    - a. Agreement signed by City to assume maintenance.
3. 25th St. S.E.-37th Ave. S.E. (Salem) Bikeway Section. N. Santiam Hwy. and E. State Street, City of Salem and Marion County.
    - a. Agreement signed by City to assume maintenance.
    - b. Agreement pending signature of County to assume maintenance.
    - c. Supplemental agreement pending both City and County regarding extension of system by them.
4. 35th St.-Tyler Ave. (Corvallis) Bikeway Section. Corvallis-Newport Hwy. & Pacific West Hwy., City of Corvallis.
    - a. Agreement signed by City to assume maintenance and related responsibility.
    - b. City desires asphalt concrete to be in two lifts. Request denied.
5. Table Rock Rd.-Barnett Rd. (Medford) Bikeway Section. Pacific Hwy., City of Medford.
    - a. Agreement signed by City to assume maintenance.
    - b. City requests State to install box culvert or pipe at existing Lazy Creek site.
6. Delta Hwy.-Coburg Rd. (Eugene) Bikeway Section. Eugene-Springfield Hwy., City of Eugene and Lane County.
    - a. Agreement submitted to City 6/29 and returned 7/13 with suggestion it be rewritten for County and more changes and revisions be considered.
    - b. Plans being reviewed for revisions by Location and Design Sections

NOTED
FLOYD QUERY

with request for copies to be sent to our office for inclusion of agreement to County for maintenance assumption.

7. Rickreall-Independence Jct. (Bikeway) & Independence Jct.-Salem (Bikeway). Willamina-Salem Hwy., Polk County.

   a. Agreement sent to County on 8/2 for Rickreall-Independence Jct., with proposed maintenance by County along existing alignment.
   b. No agreement necessary on Independence Jct.-Salem as State will maintain.

8. Johnson Creek-Abernethy Creek (OERR) Bikeway Section. Pacific Hwy. East, Clackamas County.

   a. Tentative discussion with County on various occasions reveals a Sewage Treatment Plant and Mini-Park installation in Milwaukie with request that State pay for bikeway in immediate area between Johnson Creek and SPRR U'xing.
   b. No agreement as of yet as details of construction are being worked out by Location Section.

The foregoing is a brief recap of project status of various bicycle-pedestrian facilities that this office is involved with in cooperation with State, counties, and cities, and hopefully will bring the concerned matters into the proper perspective as to what's next.

H. S. Cox
County and City Engineer

By

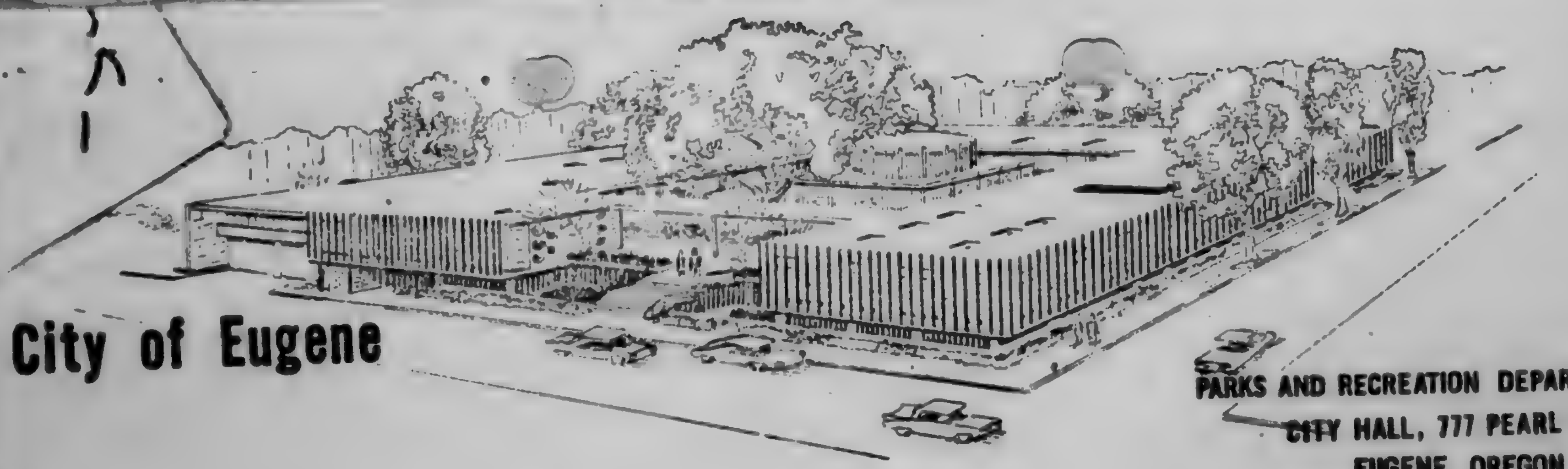
D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:ljt
Att.

cc: George Baldwin
Tom Edwards
F. B. Klaboe
L. P. Shaw, w/att.
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. H. Moehring
L. H. Young

Victor Wolfe, w/att.
F. L. Hall "
R. N. Bothman "
W. J. Hart
H. S. Coulter
L. W. Rulien
J. B. Boyd
J. H. Versteeg
Floyd Query ✓



City of Eugene

PARKS AND RECREATION DEPARTMENT
CITY HALL, 777 PEARL STREET
EUGENE, OREGON 97401
503/342-5221 EXT. 346

July 12, 1972

Mr. D. N. Harwell
Assistant Engineer
County and City Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Harwell:

Upon review of the I-105 bikeway in Eugene with our city manager's office it is our feeling that we would prefer to withhold any further response contingent upon (A) The alignment of the bikepath proposal which would extend west of the Delta and I-105 interchange. We understand talks have been held between Wayne Shields, owner of the Valley River Shopping Center and your agency. We would like to know the status of this situation; and (B) How the trail will relate to the proposed development of the Thunderbird Motel property west of Ferry Street Bridge. We have not seen any plans which indicate the relationship between the motel and the trail. Mr. Mayfield, of your local office, was unable to provide us with any significant, new information on these two items.

Furthermore, we feel that unless the county would agree to assume reimburseable maintenance of the trail that the highway division is ⓧ the logical maintaining agency inasmuch as a majority of the property the trail crosses belongs to your division.

ⓧ Discussed with Al Driver, Lane Co. Pub. Wks. Div., he indicated they would assume this, wants letter, plans, etc., which I will furnish after revision. Don H.

Sincerely,

Ernest Drapela
Assistant Director

ED/pb

cc: City Manager
Lane County Parks Department

7-13-72
copies Shaw
Klaboe ! Hunter - Wolfe - Moehring
Hall (please review & revise as/if appropriate)
attached
Versteeg

RECEIVED
COUNTY & CITY SECTION
JUL 13 1972
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ F.E ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Bike Trails

City of Eugene

PARKS AND RECREATION DEPARTMENT
CITY HALL, 777 PEARL STREET
EUGENE, OREGON 97401
503/342-5221 EXT. 346

July 10, 1972

Mr. D. N. Harwell
Assistant Engineer
County and City Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Harwell:

In response to your letter of June 29 relative to the I-105 bikeway in Eugene, please be advised that this matter is in the hands of our City Manager and that you can expect a reply in a few days.

It is our preliminary judgment that it would be more practical for Lane County to assume the operation and maintenance of the facility inasmuch as it would be a continuation of their lengthy bicycle/pedestrian pathway through Alton Baker Park, along the northbank of the Willamette River. Our department has completed one section of pathway along the southbank of the Willamette River through Skinners Butte Park and we are projecting extensions east and west of the existing trail. It would be more feasible for the city to maintain the southbank trail and the county the northbank trail.

The design of your proposed I-105 bikeway is somewhat disappointing with respect to two low grades. There will undoubtedly be some bicycle commuters and joggers who will make year-round use of this facility, and we believe that the design should show similar respect for high water as road designs reflect. Specifically, to keep the path above water during a 20-year flood, the grades should be raised as follows: (1) Raise 6"-12" at low point east of the I-105 Bridge; and (2) Raise 4½'-5' near Ferry Street Bridge. With bidding occuring in two or three weeks, there is conceiveably time to change the design or send out an addendum with said changes.

Sincerely yours,

Ernest Drapela
Assistant Director

RECEIVED
COUNTY & CITY SECTION
JUL 13 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ RE ☒ ME
☐ DPE ☐ CE ☐ RE ☐ RPE ☐

cc: City Manager
Lane County Parks Department

copies per letter of 7-12-72
Dn H.

bc: L. P. Shaw
E. S. Hunter
Victor Wolfe
R. N. Bothman
William Anhorn

June 29, 1972

Parks & Recreation Department
City of Eugene
City Hall
Eugene, Oregon 97401

Attn: Mr. Ernest Drapela
Assistant Director

Dear Mr. Drapela:

Based on the public hearing of August 31, 1971 and many prior discussions, correspondence and meetings regarding the proposed Delta Hwy.-Coburg Road bicycle-pedestrian facility adjacent to Willamette River and the Eugene-Springfield Highway in Eugene, herewith are two preliminary sets of plans for your review and consideration.

It is currently proposed to accept bids on this project in late July, with the State paying the initial construction costs.

Upon completion of project, to provide continuity of the City's bikeway system, it is requested and would be appreciated if the City will assume operation and maintenance of the facility.

If the foregoing is agreeable to you, please have the necessary signatures affixed and return two signed copies to this office at your earliest convenience.

APPROVED
CITY OF________________
BY MAYOR________________
BY RECORDER________________
DATE________________

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. M. Horwell
Assistant Engineer
County and City Section

NOTE
7-13-72
Rewrite agree for maintenance with County, not city - await revised plans per letter from City 7-13,
DmH.

DMH:ljt
Encl.

cc: J. H. Versteeg

FOR FIL

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7933

May 31, 1972

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon 97401

Re: Power Pole Anchor Adjustment
Delta Highway-Coburg Road (Eugene) Section
Willamette Bikeway
Lane County

ATTENTION: Mr. C. H. Strong
Chief Engineer

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 11, 1972, have been approved by the State. You are hereby authorized to proceed with the work as of May 31, 1972.

Please contact Mr. H. E. Mayfield, Resident Engineer, 2141 E. 15th Street, Eugene, Oregon 97403, telephone 686-7710, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to May 31, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

JMC:dl

cc: A. E. Johnson
V. L. Gallagher w/attach (2)
V. E. Skoog " (2)
J. H. Versteeg "
H. E. Mayfield "
William Anhorn "
M. G. Havig "

RECEIVED
MAY 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 - 197
UTILITY UNIT

1859

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

7933

April 27, 1972

~~Eugene Water and Electric B~~oard
P. O. Box 1112
Eugene, Oregon 97401

NOTED
A. E. JOHNSON

ATTENTION: Mr. Charles Strong

Re: Power Facility Conflict
Delta Highway-Coburg Road
(Eugene) Section
Willamette Bikeway
Lane County

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on May 25, 1972. A down guy and anchor from a pole located adjacent to Station 4+00, owned by your Board, conflicts with the construction requirements of the subject project and must be adjusted.

The down guy and anchor are located on state highway right of way without permit, therefore, pursuant to the terms of ORS 366.321, the State will reimburse the Board for the cost to adjust these facilities. Reimbursement is made pursuant to State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof. Attached also is an estimate outline for your guidance.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. John E. Holcomb, P. O. Box 1128, Roseburg, Oregon 97470, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. Harley E. Mayfield, 2141 East 15th Street, Eugene, Oregon 97403, telephone 686-7710, BEFORE

ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Mayfield. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Holcomb.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
J. H. Versteeg
H. E. Mayfield
J. E. Holcomb

RECEIVED
APR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1972
FOR FILING

7933

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 19, 1972

In reply refer to: 10-35-FA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(108)196
Willamette River-Coburg Rd. Section
Shift of Access Control Line to Accomodate Bikeway

The shift in access control line on portions of the subject section to accommodate a bikeway is approved as requested in Mr. Young's April 11, 1972 letter. The bikeway is an approved use of the highway right of way which may be withdrawn if the area is needed for highway purposes in the future.

This approval is granted with the understanding that provisions will be made to insure adequate maintenance of this bikeway and adjacent appurtenances.

4-24-72
REFERRED TO
Young

RECEIVED
APR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 12 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Bikeway
Eugene

DATE April 11, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

ORIGINAL SIGNED BY
L. H. YOUNG

SUBJECT
Willamette River-Coburg Road Section
Project I-105-4(108)196
Shift of Access Control line to
Accommodate Bikeway

We hereby request your approval to shift the access control line on the southerly side of the subject project to accommodate a bikeway adjacent to the Willamette River. The requested revision of the access control is as shown in red on the enclosed set of plans "Delta Hwy.-Coburg Rd. (Eugene) Section, Sheets 3 and 4.

You will note there is no additional access points requested and the desired move of the control line is only to provide necessary space at the east and west ends of the section to accommodate the bikeway adjacent to the river at those points. There is space outside (southerly) of the access control line adjacent to the Willamette River throughout the balance of the section.

cc F. B. Klaboe
E. S. Hunter
D. H. Moehring
F. L. Hall
V. D. Wolfe
R. N. Chase

RNC:dg

P5

RECEIVED

FOR FILING

7933

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
   Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
   Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
   Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Reedway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Meader) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

15

RECEIVED
MAR 1
FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7933

NOTED
A. E. JOHNSON

Eugene Water and Electric Board
P.O. Box 1112
Eugene, Oregon 97401

March 6, 1972

ATTENTION: Mr. William F. Ross
Director, General Services

Re: Water Facilities Adjustment
Delta Highway-Coburg Road (Eugene)
Section
Willamette Bikeway
Lane County

Gentlemen:

Your estimate, as corrected, and sketch map for the adjustment of your facilities on this project, as submitted with your letter of December 15, 1971, have been approved by the State. A change in plans has eliminated the necessity of constructing a manhole at Highway Station 45+05. A copy of the corrected estimate is attached. You are hereby authorized to proceed with the work as of March 6, 1972.

Please contact Mr. H. E. Mayfield, Resident Engineer, 2141 East 15th Street, Eugene, Oregon 97403, telephone 686-7710, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to March 6, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: A. E. Johnson
V. L. Gallagher w/attach (2)
V. E. Skoog "
J. H. Versteeg w/attach (2)
H. E. Mayfield "
J. X. Wilson "
J. E. Holcomb "

Note to Mr. Versteeg: Please have a State Force Order prepared and submitted for this work. Prefix No. 820-1151. Return one copy of Est. and sketch with SFO.

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1972

FOR FILING

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7933

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon 97401

March 3, 1972

Re: Revised Preliminary Plans
Delta Highway-Coburg Road (Eugene)
Section
Willamette Bikeway
Lane County

ATTENTION: Mr. C. H. Strong

Gentlemen:

Enclosed you will find two sets of a revised preliminary plan on the above subject project. The present tentative schedule calls for opening of bids on April 27, 1972.

Please review this plan for any changes from the plan sent to you on December 2, 1971. If you have facilities in conflict, these changes should be reflected in your relocation plan.

If your relocation is reimbursable, an estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. J. E. Holcomb, P.O. Box 1128, Roseburg, Oregon 97470. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for the relocated facilities.

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroadnand Utility Engineer

NOTED
A. E. JOHNSON

RMF:dl
Enclosure

cc: A. E. Johnson
J. H. Versteeg
J. E. Mayfield
J. E. Holcomb

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1972
FOR FILING

7933

February 10, 1972

Oregon State Highway Commission

Gentlemen:

Bids will be taken March 30, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails, as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Boring Road Interchange Section, Mt. Hood Highway, Clackamas County

   Grade, Pave and Structure Project.

   Sidewalks are being provided on the overcrossing structure and along Boring Road.

2. Unit "C", Portland Citywide Traffic Signals, Various City Streets (6 Intersections), Multnomah County

   Traffic Signal Project.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

3. Vine Street-Ferry Street (Albany) Section, Queen Avenue and South Pacific Boulevard, Linn County

   Grade, Pave and Signal Project.

   Sidewalks are being provided along South Pacific Boulevard.

4. Hill Street at Portland Avenue (Bend) Section, Hill Street, Deschutes County

   Grade and Pave Project.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where... other available ways or other factors indicated an absence of any need for such paths and trails." Both streets involved have existing sidewalks.

5. S.W. 3rd Avenue-S.W. 4th Avenue(Ontario) Section, S.W. 9th Street, Malheur County

   Grade, Pave and Structure Project.

   Same as Item 4.

6. Center Street Bridge Section, Willamina-Salem Highway, Polk and Marion Counties

   Bridge Repair and Painting Project.

   Same as Item 2.

7. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County

   Grade and Pave Project.

   Provides a bike route along the Willamette River.

8. Cascade Highway at Otty Road Section, Clackamas County

   Traffic Signal Project.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

9. Fairfield Avenue-Royal Avenue (Eugene) Section, Pacific Highway West, Lane County

Traffic Signal Project.

Same as Item 8.

10. The Dalles-California Highway at McKenzie Highway (Redmond) Section, The Dalles-California Highway, Deschutes County

Traffic Signal Project.

Same as Item 8.

These matters will be on the agenda for the February 22 meeting. Your confirmation of the above design proposals is requested in order that the Commission minutes record the decisions taken.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc Floyd Query
George M. Baldwin
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
Walt Hart
F. D. Morgan
V. E. Skoog
V. D. Wolfe
L. H. Young
Gary Ross
Gary Sund

JDM:jp/TE:ms ja

RECEIVED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7933

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 6, 1972

Walla & Dolle
Architect and Planner
202 West 8th Street
Vancouver, Washington 98660

Gentlemen:

The attached data is being forwarded to you at the request of Mr. Ed Pietz, President, Thunderbird Motel Corporation.

The enclosed map is your preliminary layout of the Thunderbird development at Eugene, Oregon, with the proposed bike route superimposed thereon along with a proposed right of way line which would be adequate for Highway Division needs. The base line indicated is from our field survey and is the base for the cross-sections. Level datum is USC&GS, 1947 adjustment. You will note that the level datum on the EWEB plan sheet is based on prior datum. The difference is .27 feet which has been neglected in our attached data.

Periodic flooding of the bike route for short periods is tolerable and we may expect flood waters over it on a controlled 2-year flood frequency. Our information indicates a 100-year controlled flood elevation of about 411 feet above mean sea level.

It is proposed that the bike route be constructed prior to your development; therefore, you will note that the cross-sections indicate additional right of way would be required for slopes. It would be satisfactory to the Highway Division to arrange use of this area on a temporary construction easement or permit of entry for our contractor to construct the slopes.

NOTED
E. S. HUNTER

Copies of this letter and data are being transmitted to Mr. Pietz and Mr. McKinley as per their meeting with George Wills and David Moehring of the Highway Division.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Victor D Wolfe

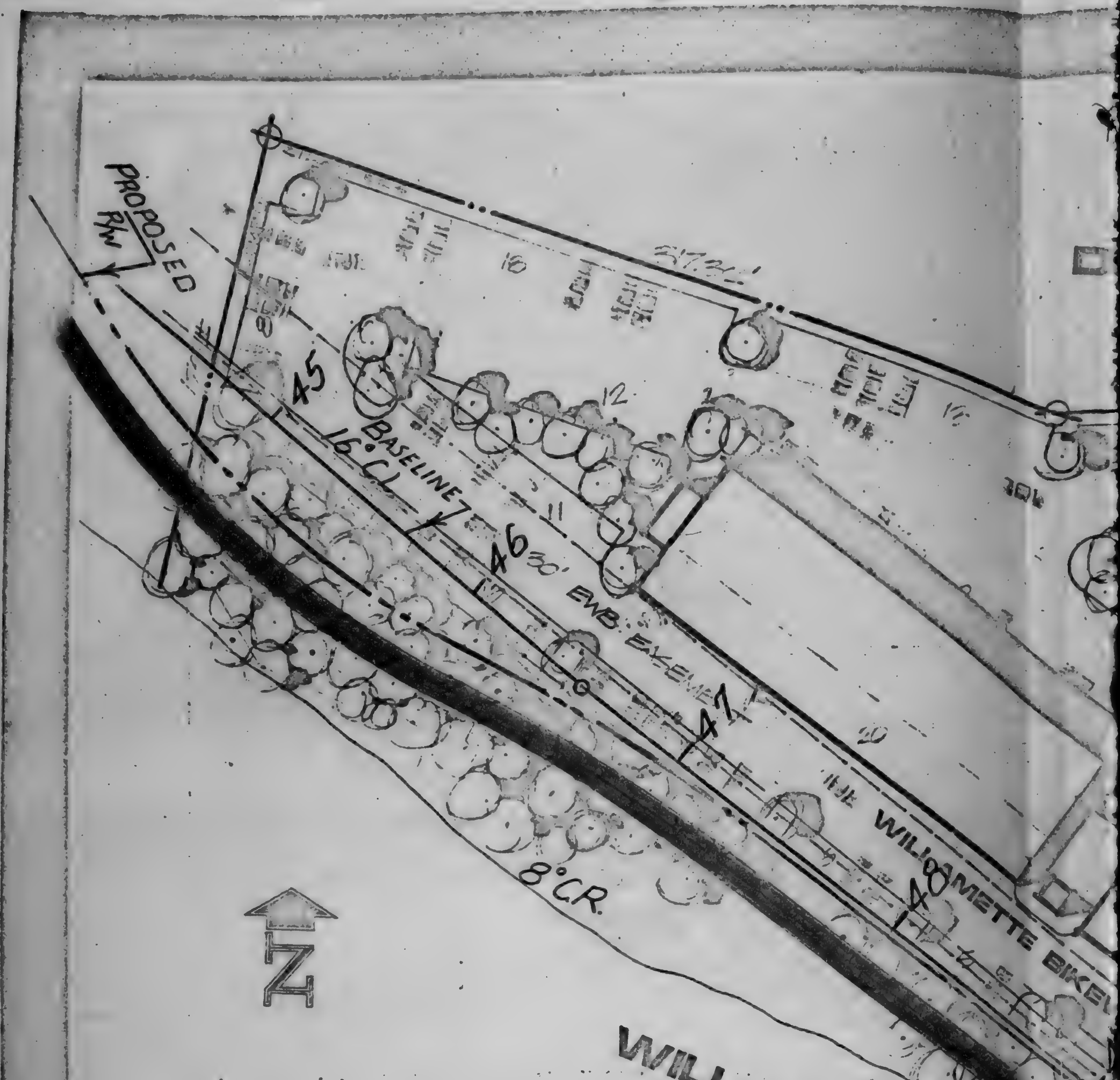
Victor D. Wolfe
Location Engineer

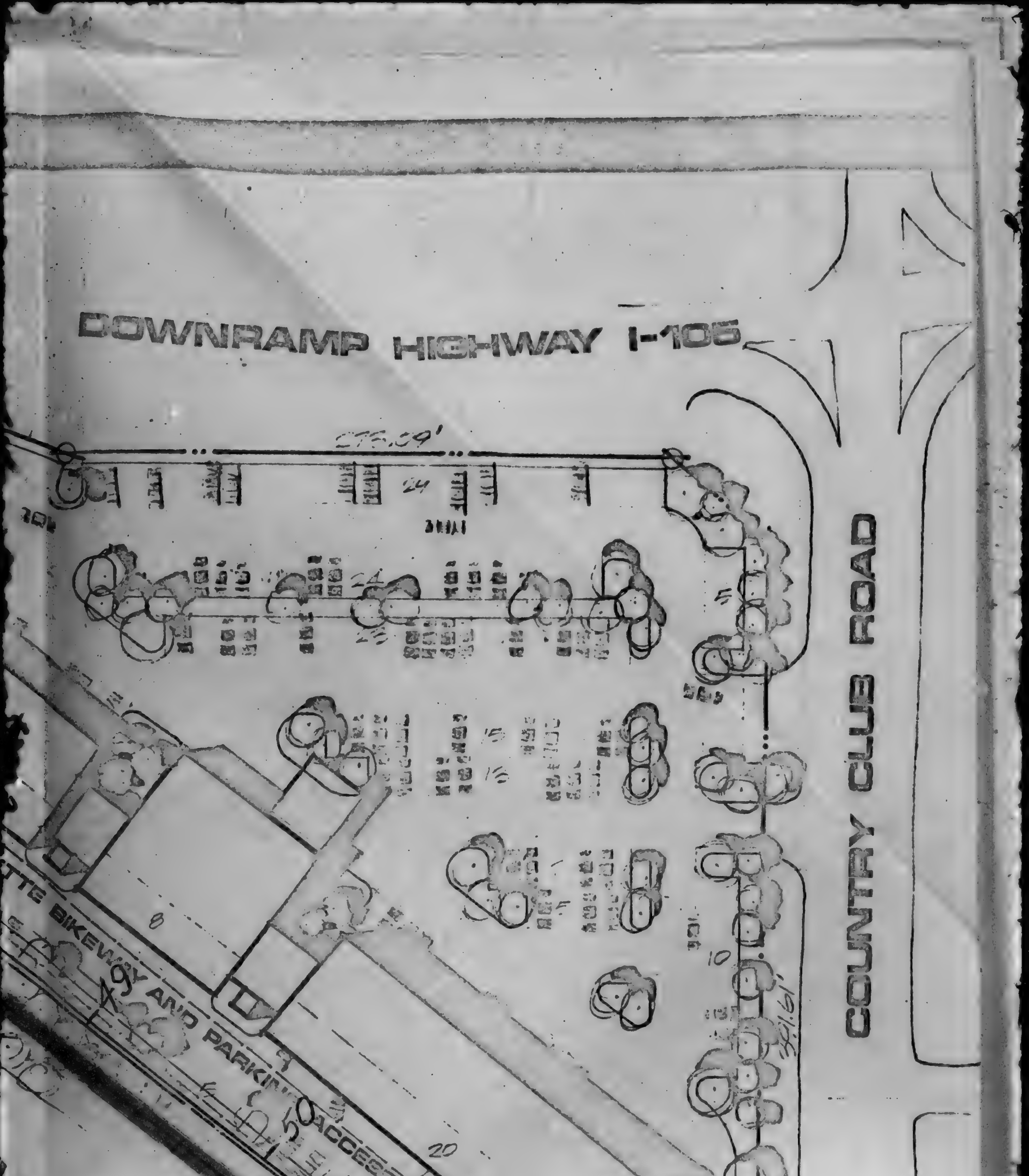
Attach.
cc: Mr. Ed Pietz, President, Thunderbird Motel Corporation, Portland 97217 - Attach.
Mr. Hugh McKinley, City Manager, Eugene 97401 - Attach (3)

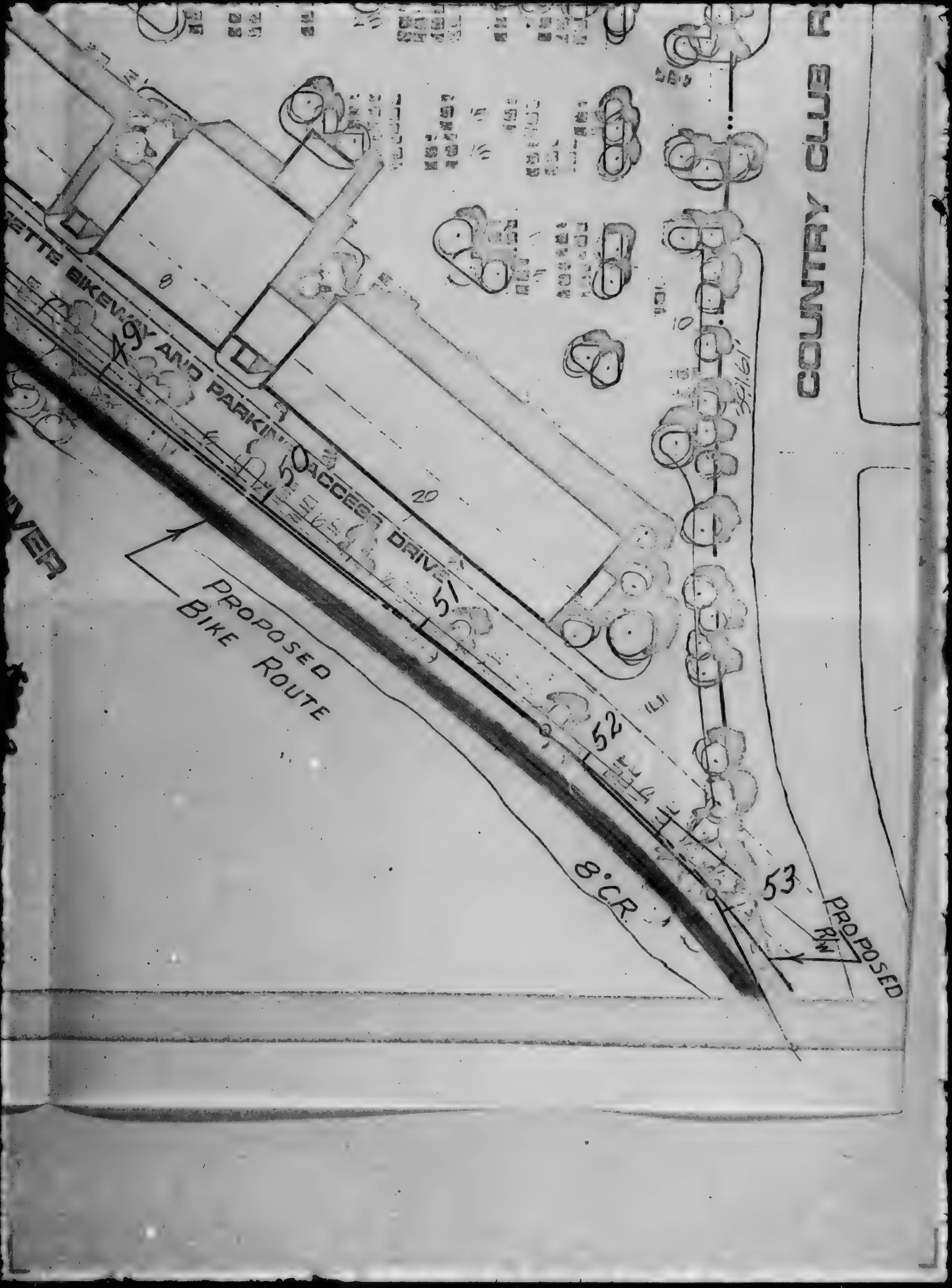
bc: E. S. Hunter - Attach
D. H. Moehring - Attach
F. E. Terpin - Attach

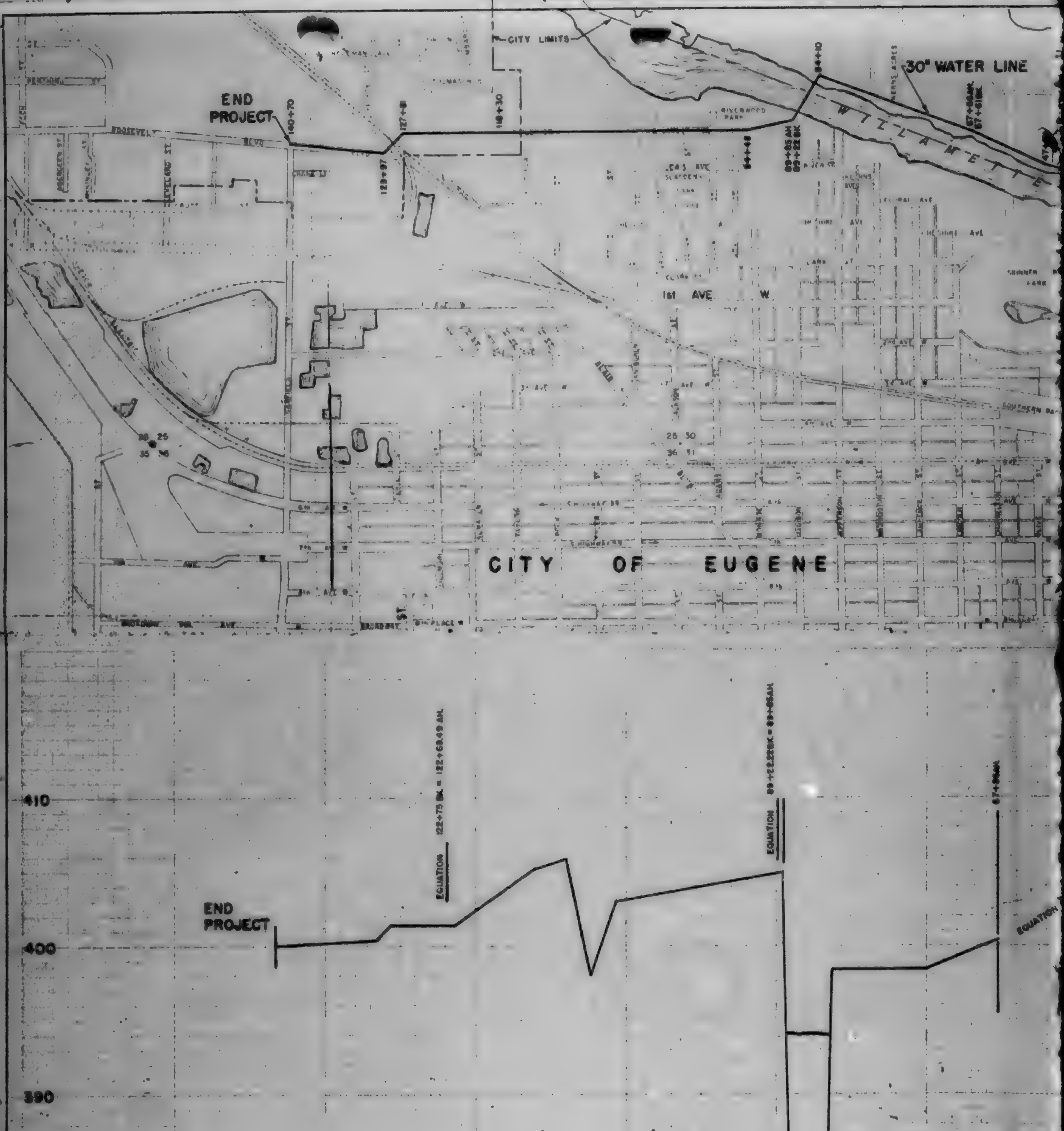
GCW:jp

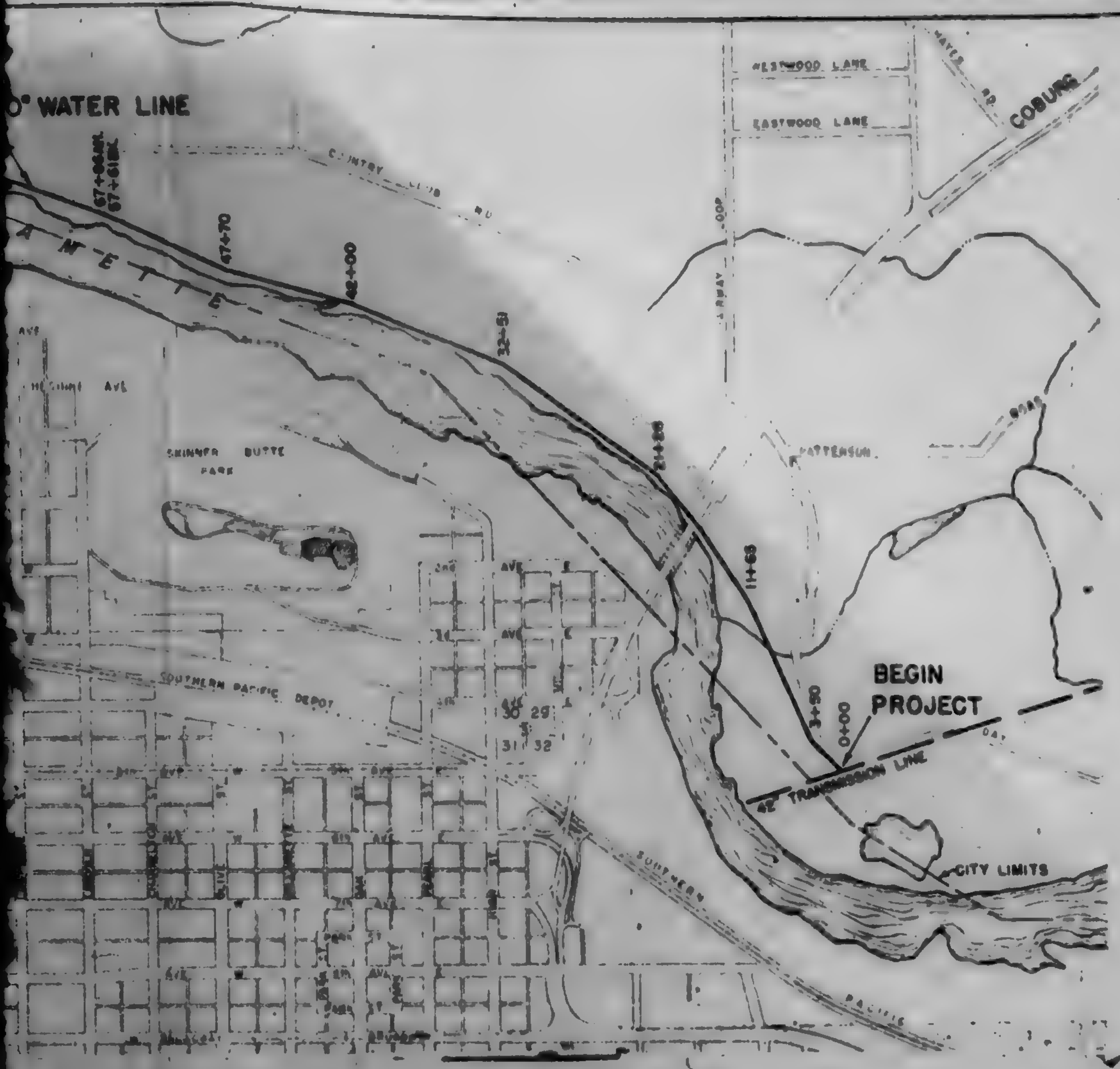
RECEIVED
JAN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER


PROPOSED R/W
45
16' C.L.
BASELINE
46
30' EWB. EASEMENT
47
48
WILLAMETTE BIKEWAY
12
11
16
20
8' CR.
N
WILLAMETTE RIVER
RESTAURANT - 12,000 SQ. FT.
MOTEL UNITS - 150 UNITS
PARKING - 350 CARS


DOWNRAMP HIGHWAY I-105
275.09'
24
24
15
COUNTRY CLUB ROAD
10
301.61'
8
20
...TTE BIKEWAY AND PARKING ACCESS DRIVE

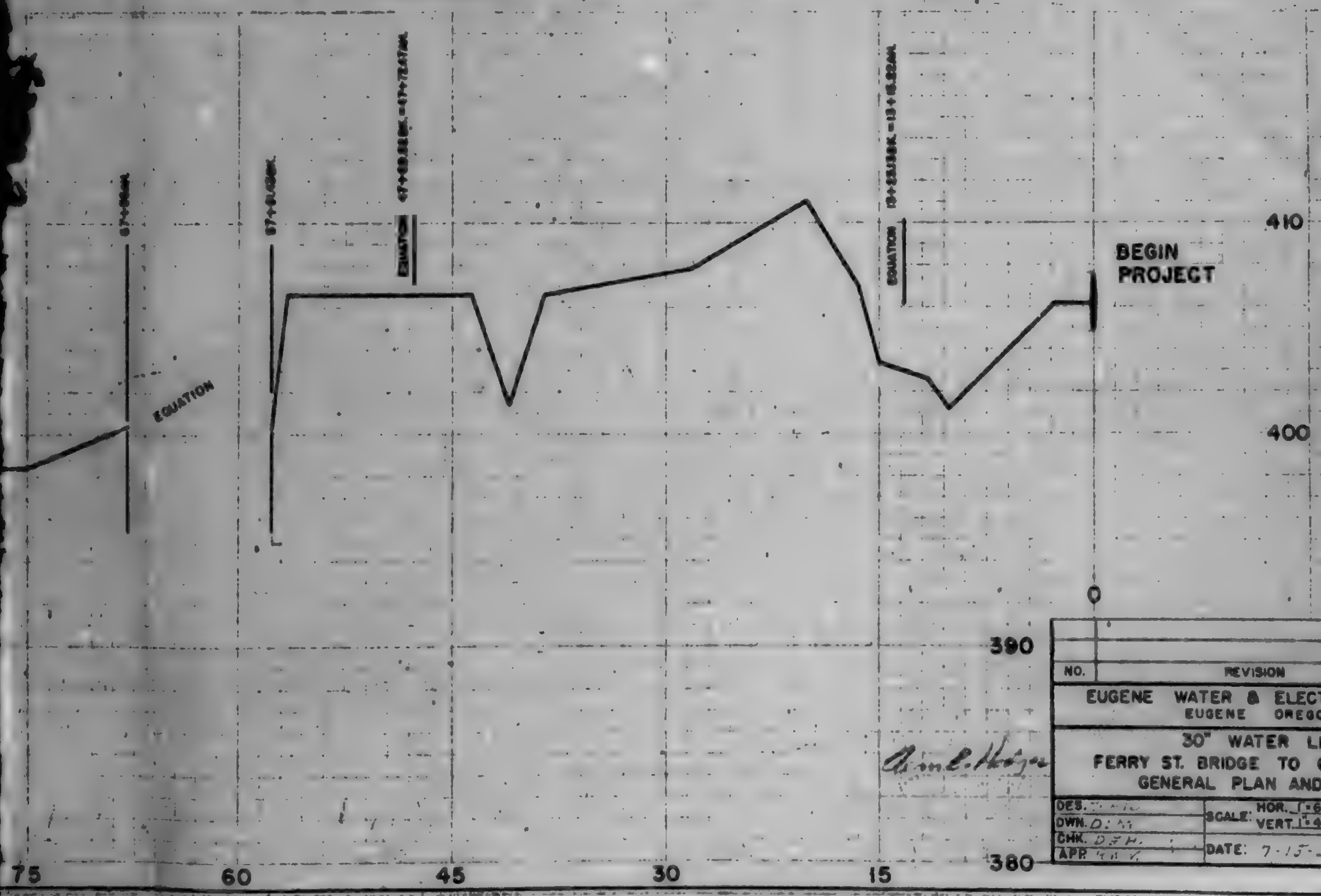

COUNTRY CLUB R
ETTE BIKEWAY AND PARKING ACCESS DRIVE
PROPOSED BIKE ROUTE
8'C.R.
PROPOSED R/W
49
50
51
52
53
20
10
VER


CITY LIMITS
30" WATER LINE
END PROJECT
140+70
127+81
129+97
118+30
94+10
94+48
89+85 AH
89+22 BK
67+95 AH
67+61 BK
WILLAMETTE
RIVERWOOD PARK
1st AVE. W.
CITY OF EUGENE
SOUTHERN PAC
ROOSEVELT BLVD
410
400
390
380
END PROJECT
EQUATION
122+75 BK = 122+63.49 AH
EQUATION
89+22.22BK = 89+85AH
EQUATION
67+95AH
135
120
105
90
75


0" WATER LINE
WESTWOOD LANE
EASTWOOD LANE
COBURG
COUNTRY CLUB RD
67+84M
67+61BK
67+70
42+00
32+51
11+63
SKINNER BUTTE PARK
PATTERSON
SOUTHERN PACIFIC DEPOT
30 29
31 32
BEGIN
PROJECT
3+50
0+00
42" TRANSMISSION LINE
CITY LIMITS
SOUTHERN
PACIFIC

30" WATER LINE

FROM 42" TRANSMISSION LINE ON
RIGHT BANK OF WILLAMETTE RIVER
TO RIVER CROSSING AT MONROE ST.
AND WESTERLY TO GARFIELD ST. ON
ROOSEVELT BLVD.

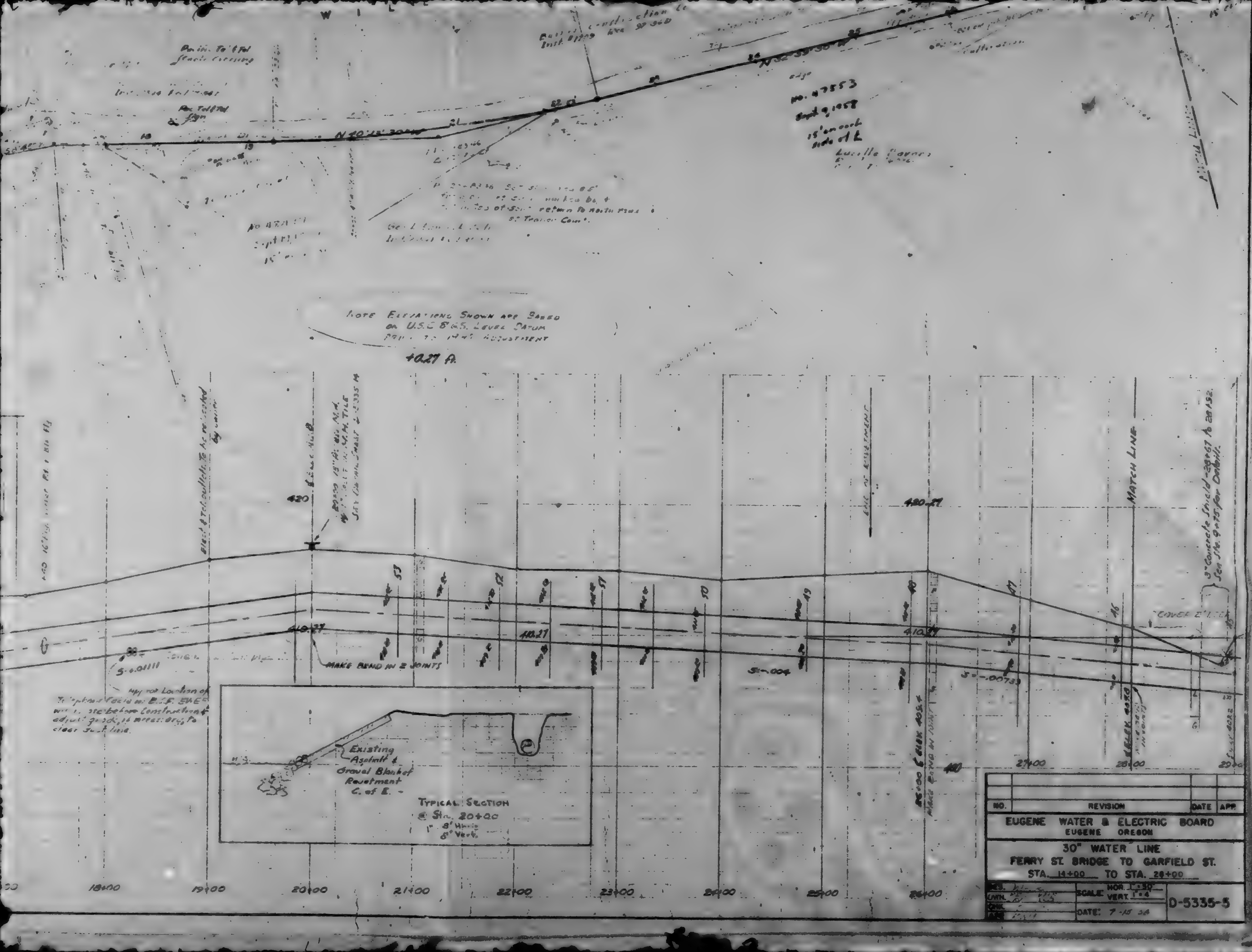

EQUATION
EQUATION
EQUATION
BEGIN
PROJECT
410
400
390
380
0
75
60
45
30
15

NO.	REVISION	DATE	APP.

EUGENE WATER & ELECTRIC BOARD
EUGENE OREGON

30" WATER LINE
FERRY ST. BRIDGE TO GARFIELD ST.
GENERAL PLAN AND PROFILE

DES.	SCALE: HOR. 1"=600' VERT. 1"=4'	D-5335-2
DWN. D. M.		
CHK. D.F.H.	DATE: 7-15-55	
APP.		


N 40°15'30" W
N 32°33'30" W
No. 47553
Sept. 9, 1958
15' on each side of ℄
Lucille Carver
Note: Elevations shown are based on U.S.C.&G.S. Level Datum prior to 1947 adjustment
+0.27 ft.
Elect & Tel. outlets to be reinstated by owner
420
℄ Elev. 410.27
20+00 18" Access M.H.
See Detail Sheet D-5335-14
S=0.01111
Make bend in 2 joints
410.27
S=.004
End of Revetment
420.27
410.27
26+00 ℄ Elev. 409.4
Make bend in joint
S=-.00733
28+00 ℄ Elev. 407.0
Make bend in 2 joints
Match Line
Cover 2'1.5"
3" Concrete Shield - 28+67 to 28+52.
See Sta. 9+75 for Details.
Approx. Location of Telephone Cable
clear
53
52
51
50
49
48
47
46
Existing Asphalt & Gravel Blanket Revetment C. of E.
Typical Section
@ Sta. 20+00
1" = 8' Horiz.
8' Vert.
18+00
19+00
20+00
21+00
22+00
23+00
24+00
25+00
26+00
27+00
28+00
29+00

NO.	REVISION	DATE	APP.

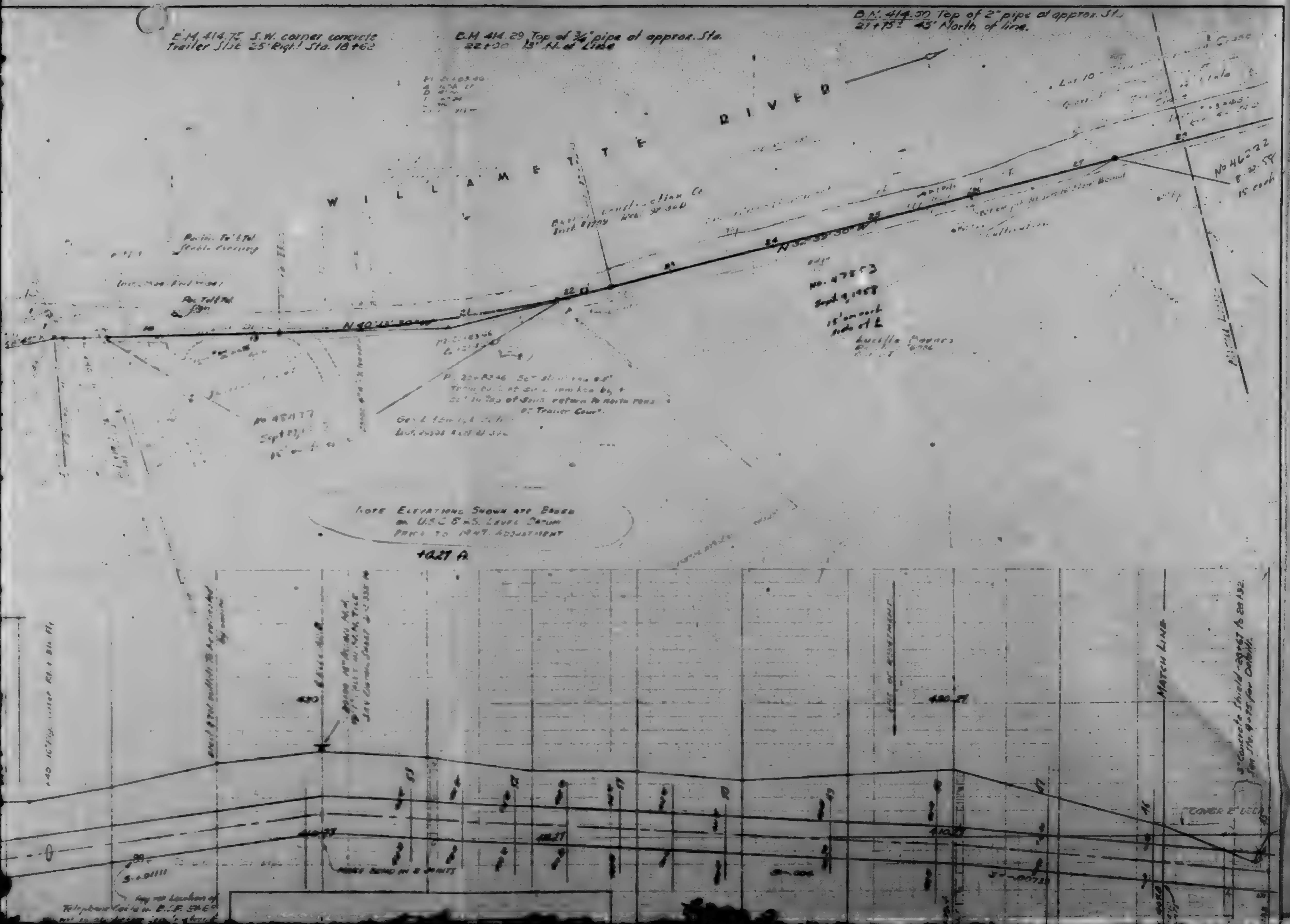
EUGENE WATER & ELECTRIC BOARD
EUGENE OREGON

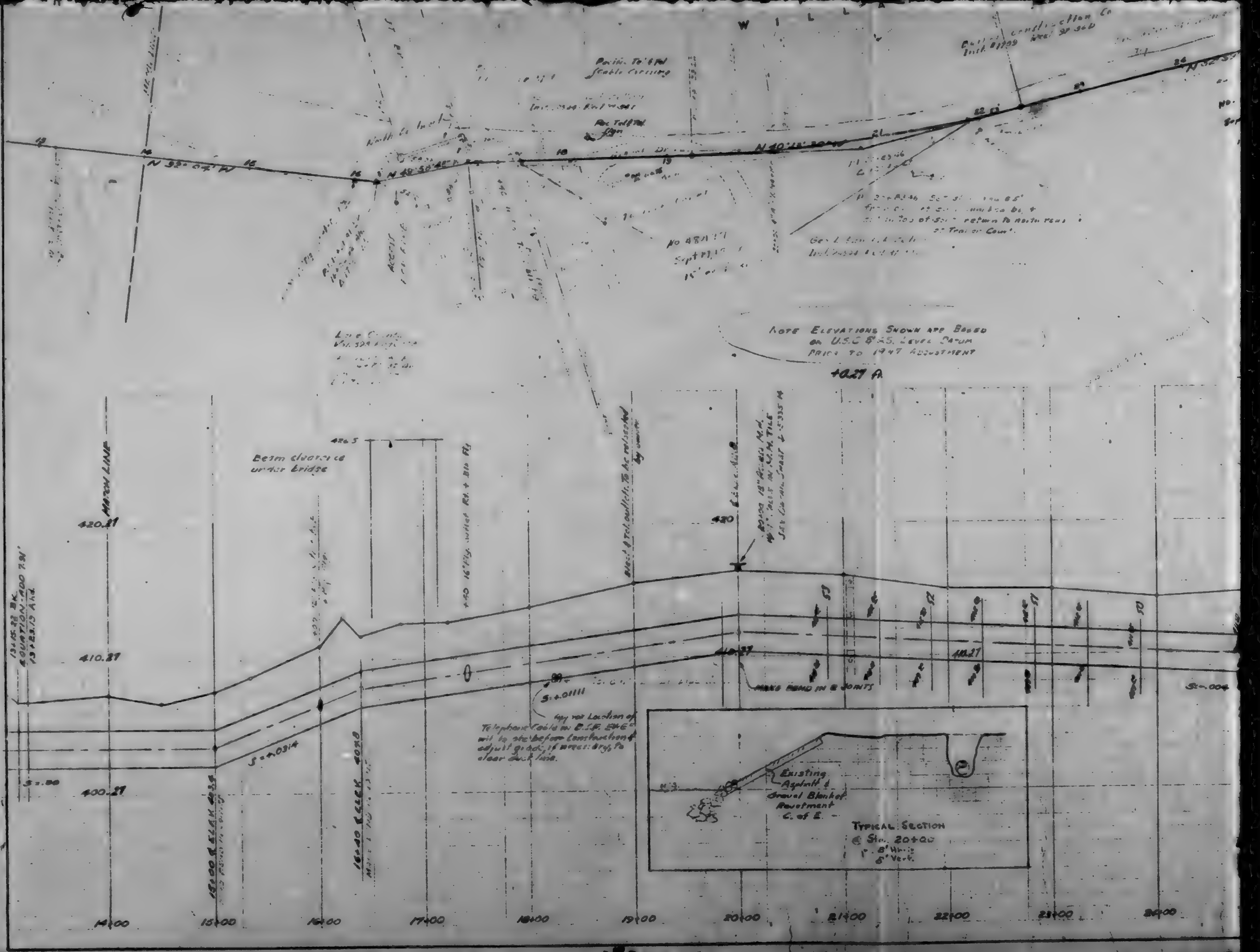
30" WATER LINE
FERRY ST. BRIDGE TO GARFIELD ST.
STA. 14+00 TO STA. 28+00

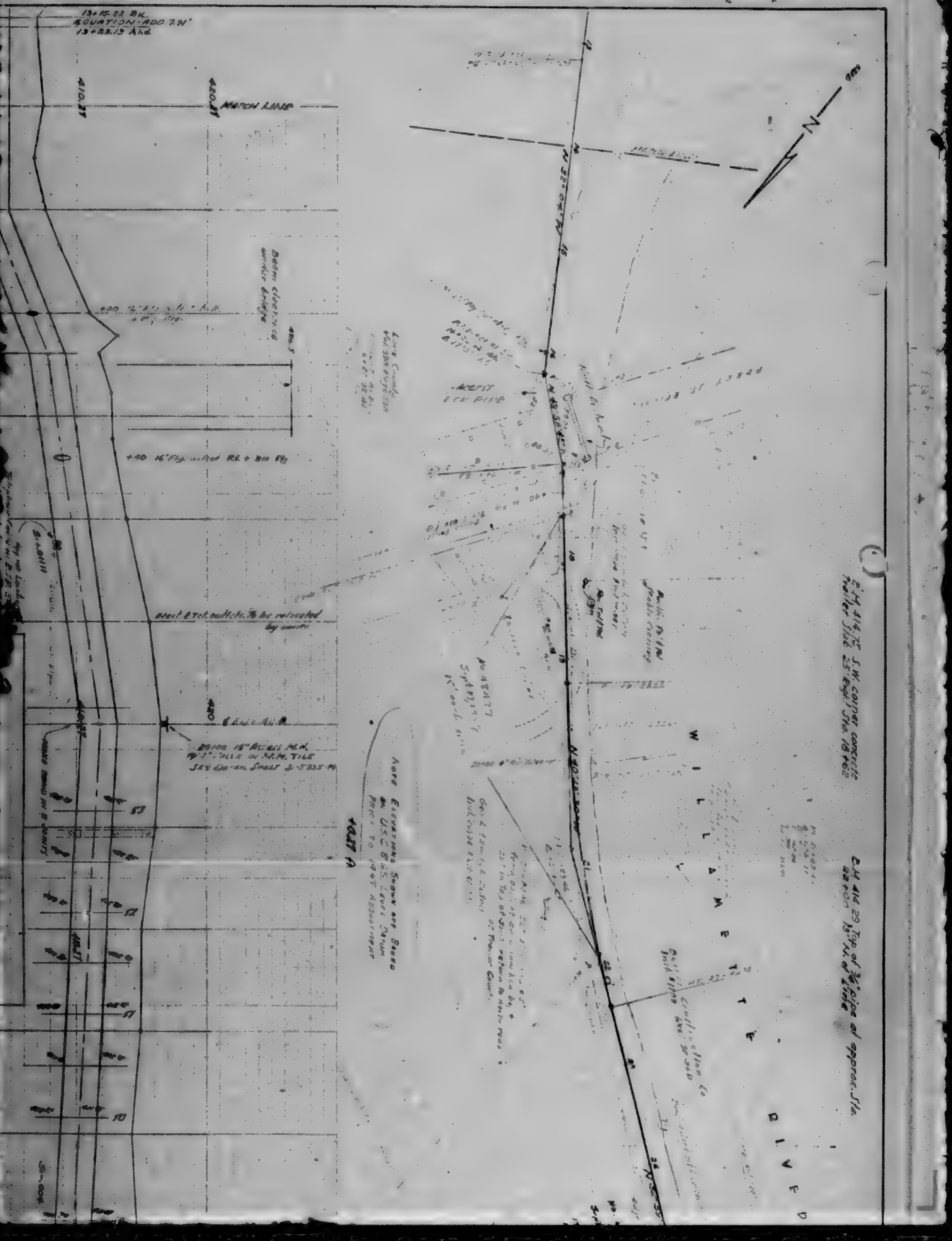
SCALE: HOR. 1" = 50'
VERT. 1" = 4'

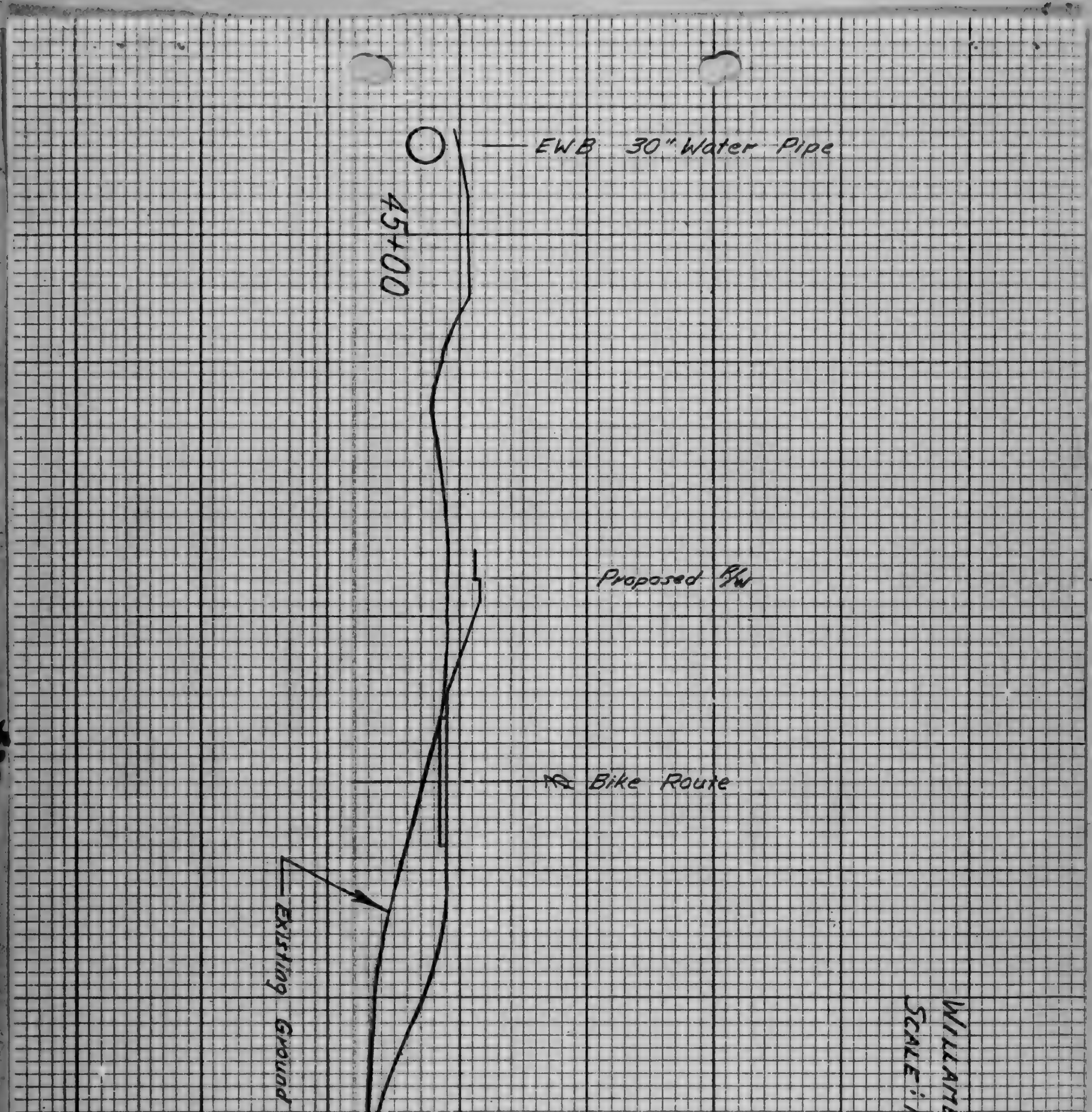
DATE: 7-15-58

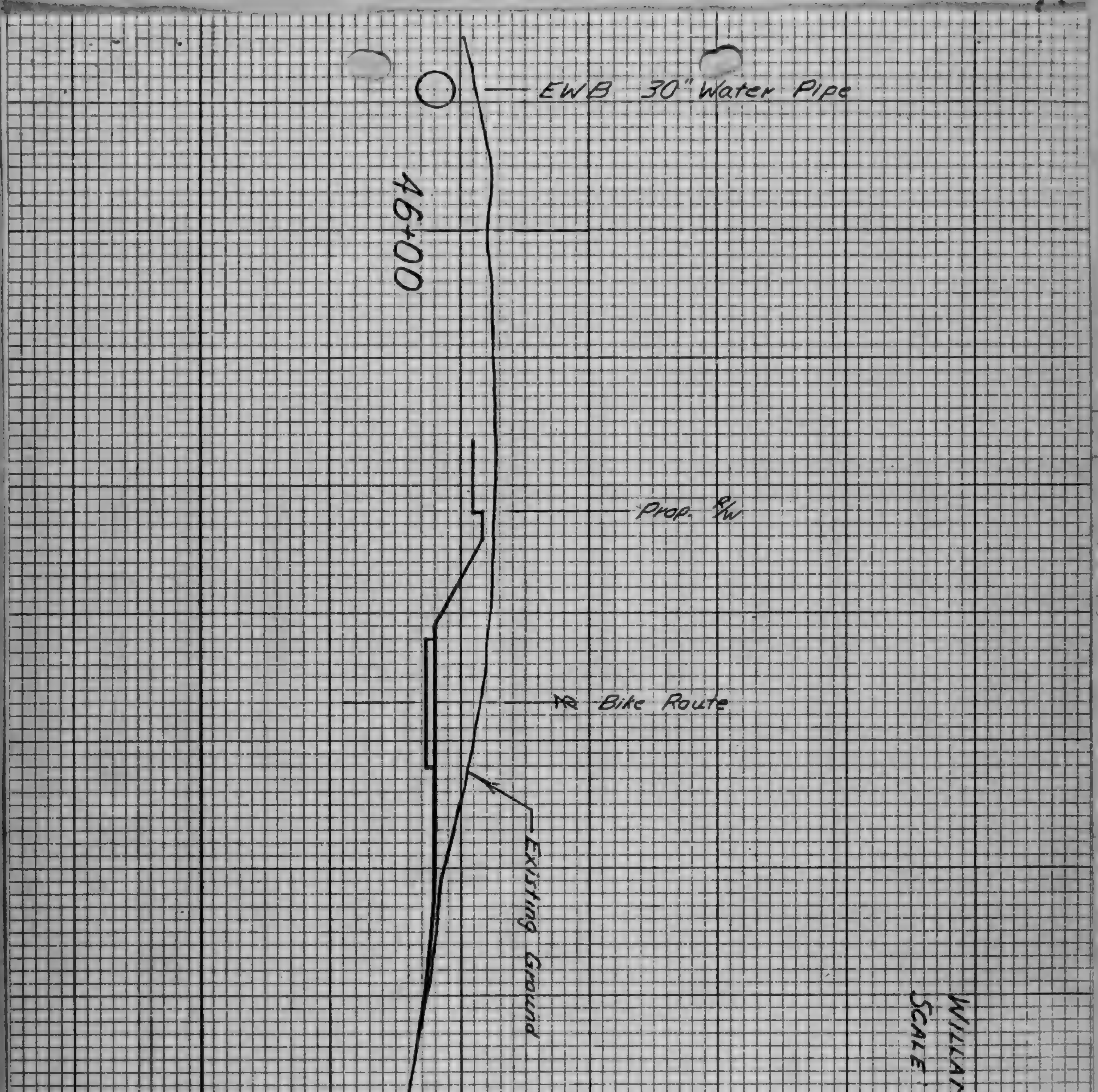
D-5335-5

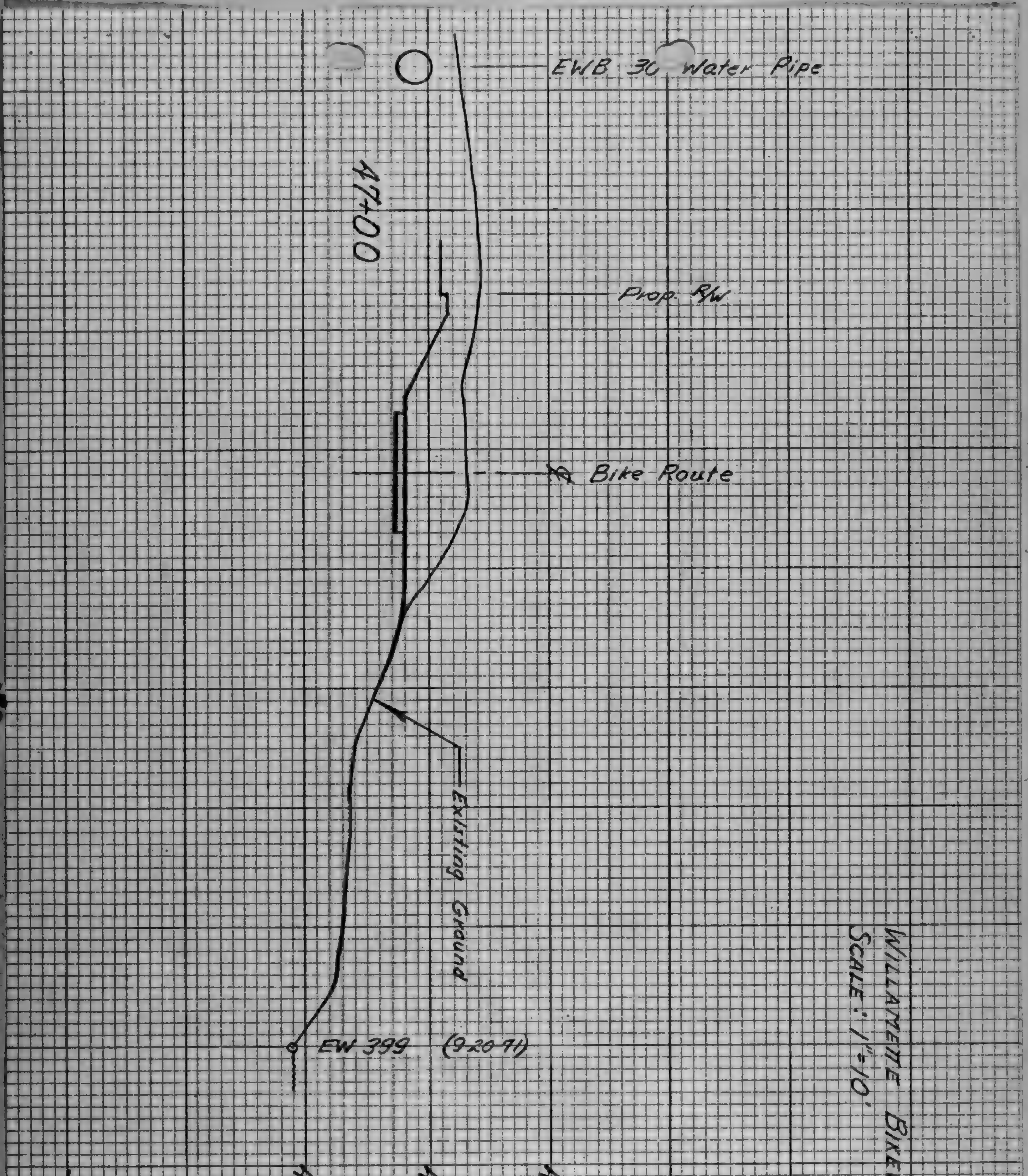

B.M. 414.75 S.W. corner concrete trailer Slat 25' Rigt.! Sta. 18+62
B.M. 414.29 Top of 3/4" pipe at approx. Sta. 22+20 13' N. of Line
B.M. 414.50 Top of 2" pipe at approx. Sta. 21+75± 45' North of line.
W I L L A M E T T E   R I V E R
N 40°25'30" W
N 32°39'30" W
No. 47553
Sept 9, 1958
15' on each side of ℄
Lucille Barnes
No. 48177
No 46222
8-27-58
15' each
Note Elevations Shown are Based on U.S.C. & G.S. Level Datum Prior to 1947 Adjustment
420 A
Match Line
3" Concrete Shield - 28+67 to 28+92. See Sta. 9+75 for Details.
Cover 2" Deck
S = 0.0111
420.27
430
Lot 10
Trailer Court
+40 16" Pipe
End of Easement

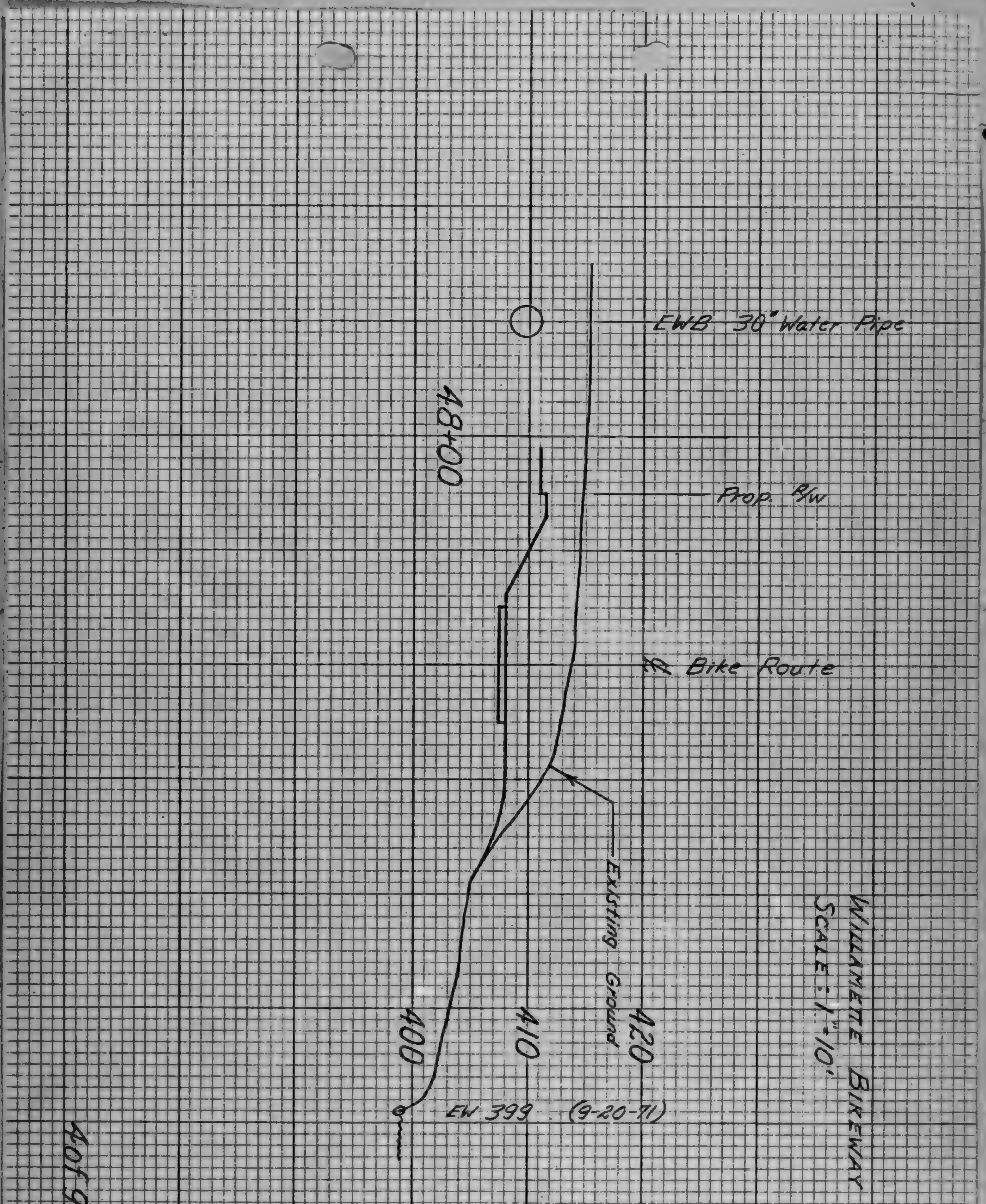

13+15.22 BK.
EQUATION - ADD 7.91'
13+23.13 Ahd.
MATCH LINE
420.21
410.21
400.21
S = .00
15+00 ℄ ELEV. 403.5
16+40 ℄ ELEV. 407.8
S = +.0314
Beam clearance
under bridge
426.5
+40 16" Fly. outlet Rt. + Bib Fl.
S = +.01111
App. rox. Location of
Telephone Cable in B.S.F. E.W.E.
wil to site before Construction &
adjust grade, if necessary to
clear duct line.
Elect. & Tel. outlets. To be relocated
by owner
420
20+00 18" Access M.H.
4'-7" ELEV. in M.H. TILE
See Detail Sheet ℄-5335 M
MAKE BEND IN 8 JOINTS
411.27
53
52
51
50
S = -.004
Existing
Asphalt &
Gravel Blanket
Revetment
C. of E.
TYPICAL SECTION
@ Sta. 20+00
1" = 8' Horiz.
1" = 8' Vert.
NOTE ELEVATIONS SHOWN ARE BASED
ON U.S.C. & G.S. LEVEL DATUM
PRIOR TO 1947 ADJUSTMENT
+0.27 A
N 32° 04' W
N 48° 50' 40" E
N 40° 23' 30" W
N 32° 5
Public Tel & Tel
Cable Crossing
No. 4811
Sept. 1919
ACCESS
Lake County
Vol. 329
Guild Construction Co.
Inst. #1929 Vol. 38 360
W I L L A
14+00
15+00
16+00
17+00
18+00
19+00
20+00
21+00
22+00
23+00
24+00


13+17.83 BK.
EQUATION-ADD 7.31'
13+25.13 Ahd.
410.21
420.21
MATCH LINE
Beam clearance under bridge
+40 16' Fly. outlet Rt. + 8in Fg
Elect & Tel. outlets to be relocated by owner
420
20+00 18" Access M.H.
See Drain Sheet
53
52
51
50
Note Elevations Shown are Based on U.S.C.&G.S. Level Datum Prior to 1947 Adjustment
E.M. 414.75 S.W. corner concrete trailer slab 25' Right Sta. 18+62
E.M. 414.29 Top of 3/4" pipe at approx. Sta. 22+00 13' Rt. of Line
W I L L A M E T T E   R I V E R
N


EWB 30" Water Pipe
45+00
Proposed R/W
Bike Route
Existing Ground
400
410
420
EW 399 (9-20-71)
WILLAMETTE BIKEWAY
SCALE: 1"=10'
1 of 9


EWB 30" Water Pipe
46+00
Prop. R/W
℞ Bike Route
Existing Ground
400
410
420
EW 399 (9-20-71)
WILLAMETTE BIKEWAY
SCALE 1"=10'
2 of 9

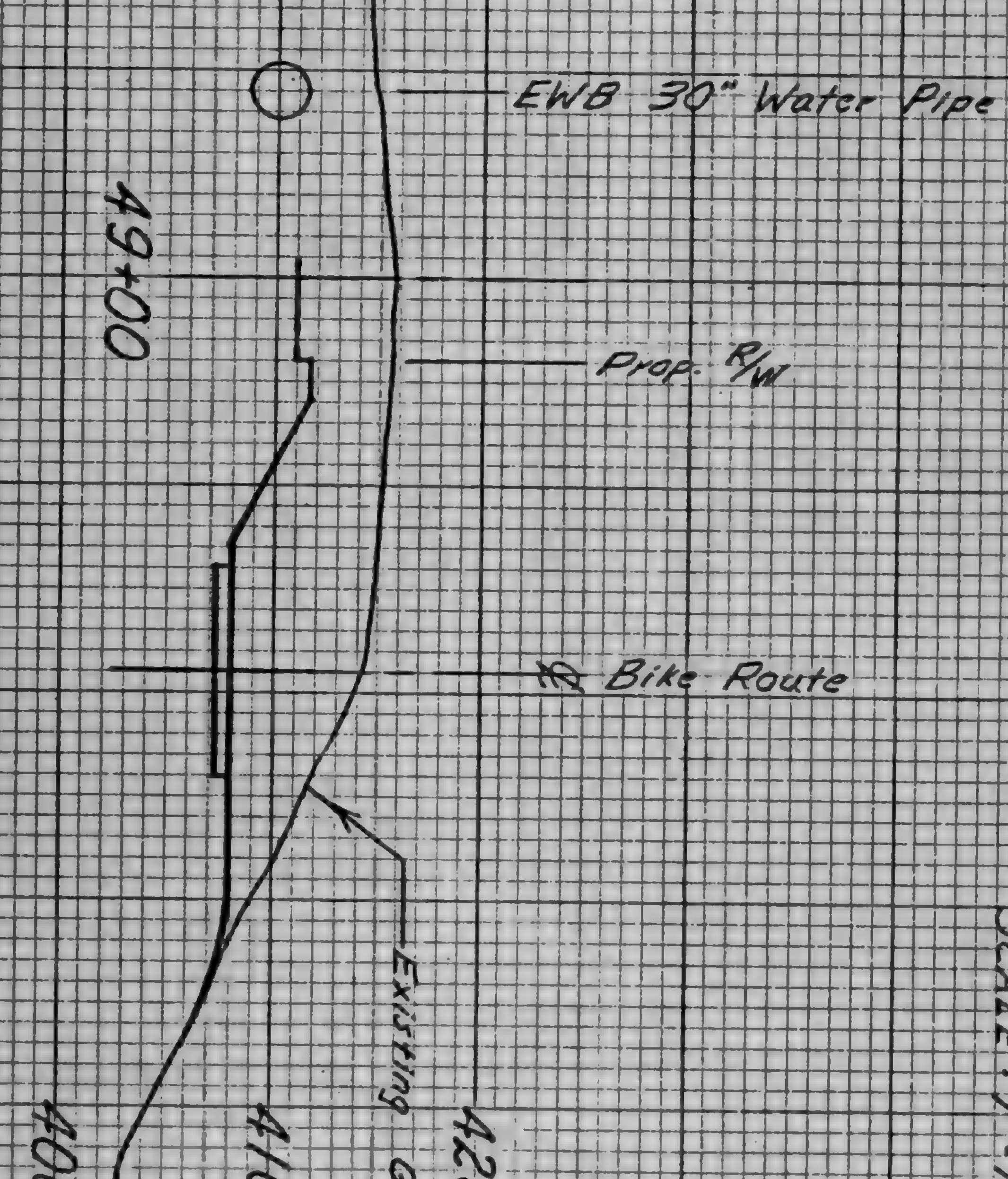

EWB 30 Water Pipe
47+00
Prop. R/W
Bike Route
Existing Ground
EW 399 (9-20-71)
400
410
420
WILLAMETTE BIKEWAY
SCALE: 1"=10'
3 of 9


EWB 30" Water Pipe
48+00
Prop. R/W
Bike Route
Existing Ground
400
410
420
EW 399 (9-20-71)

WILLAMETTE BIKEWAY
SCALE: 1"=10'

4 of 9

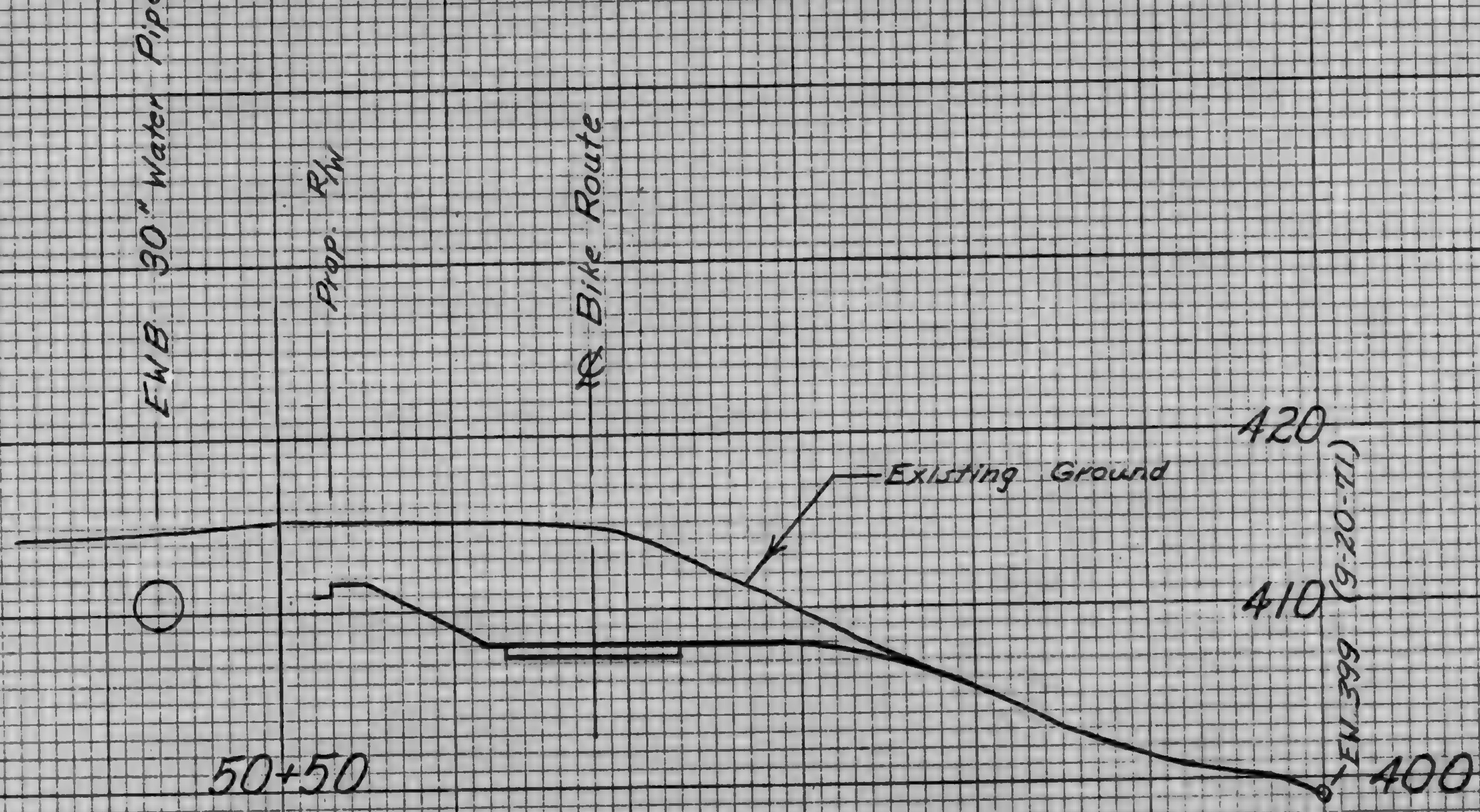
WILLAMETTE BIKEWAY
SCALE: 1"=10'


EWB 30" Water Pipe
49+00
Prop. R/W
℄ Bike Route
Existing Ground
400
410
420
EW 399 (9-20-71)

5 of 9

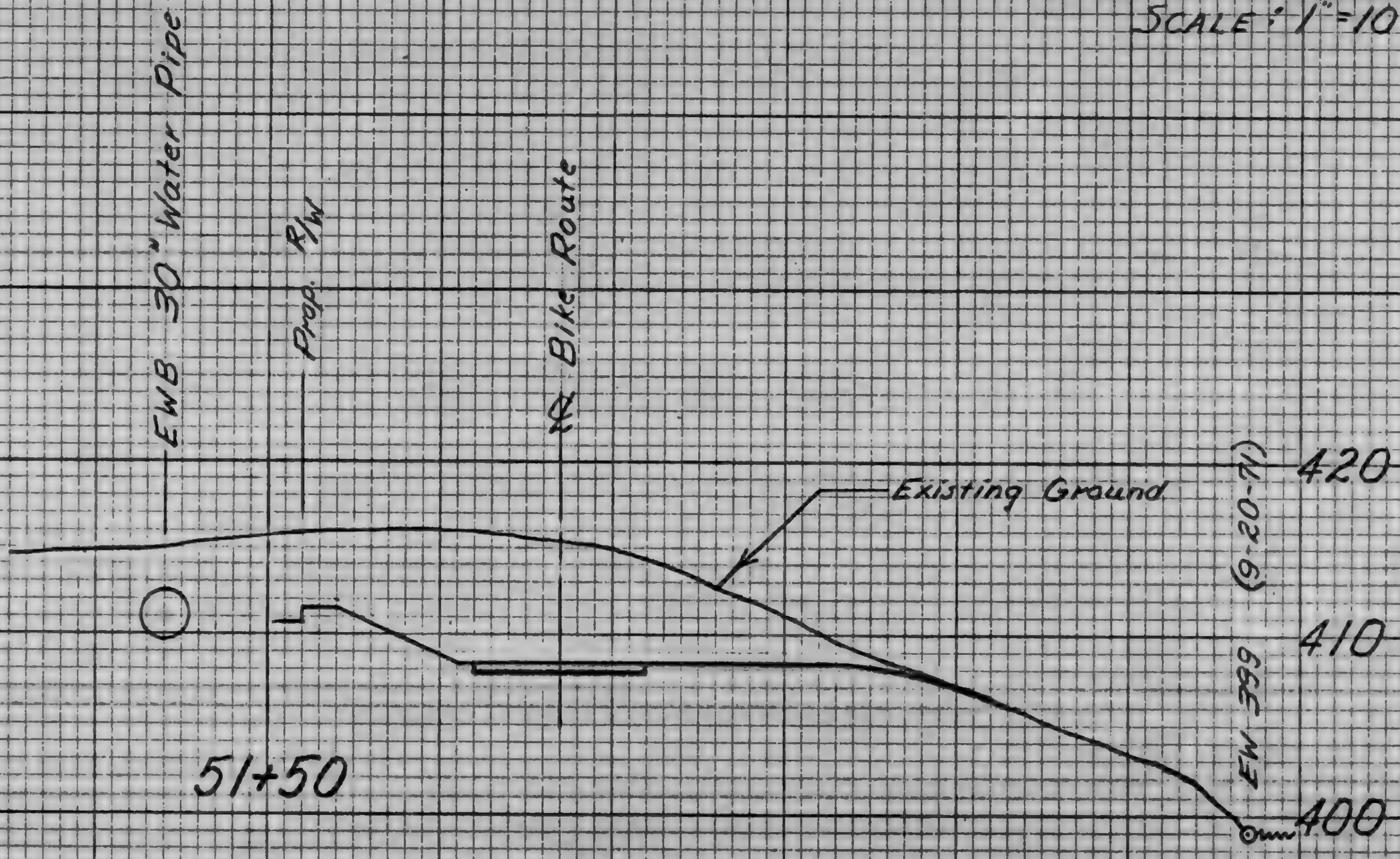
WILLAMETTE BIKEWAY

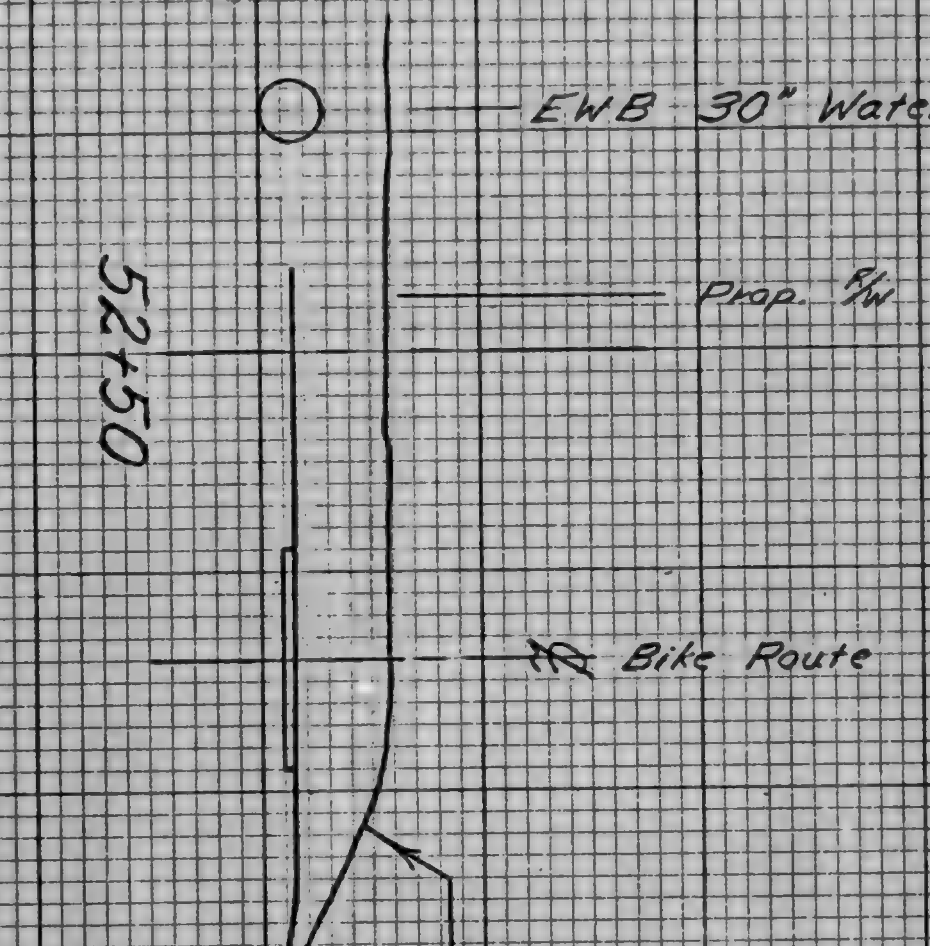
SCALE: 1" = 10'


EWB 30" Water Pipe
Prop. R/W
℄ Bike Route
Existing Ground
420
410
400
EW 399 (9-20-71)
50+50

6 of 9

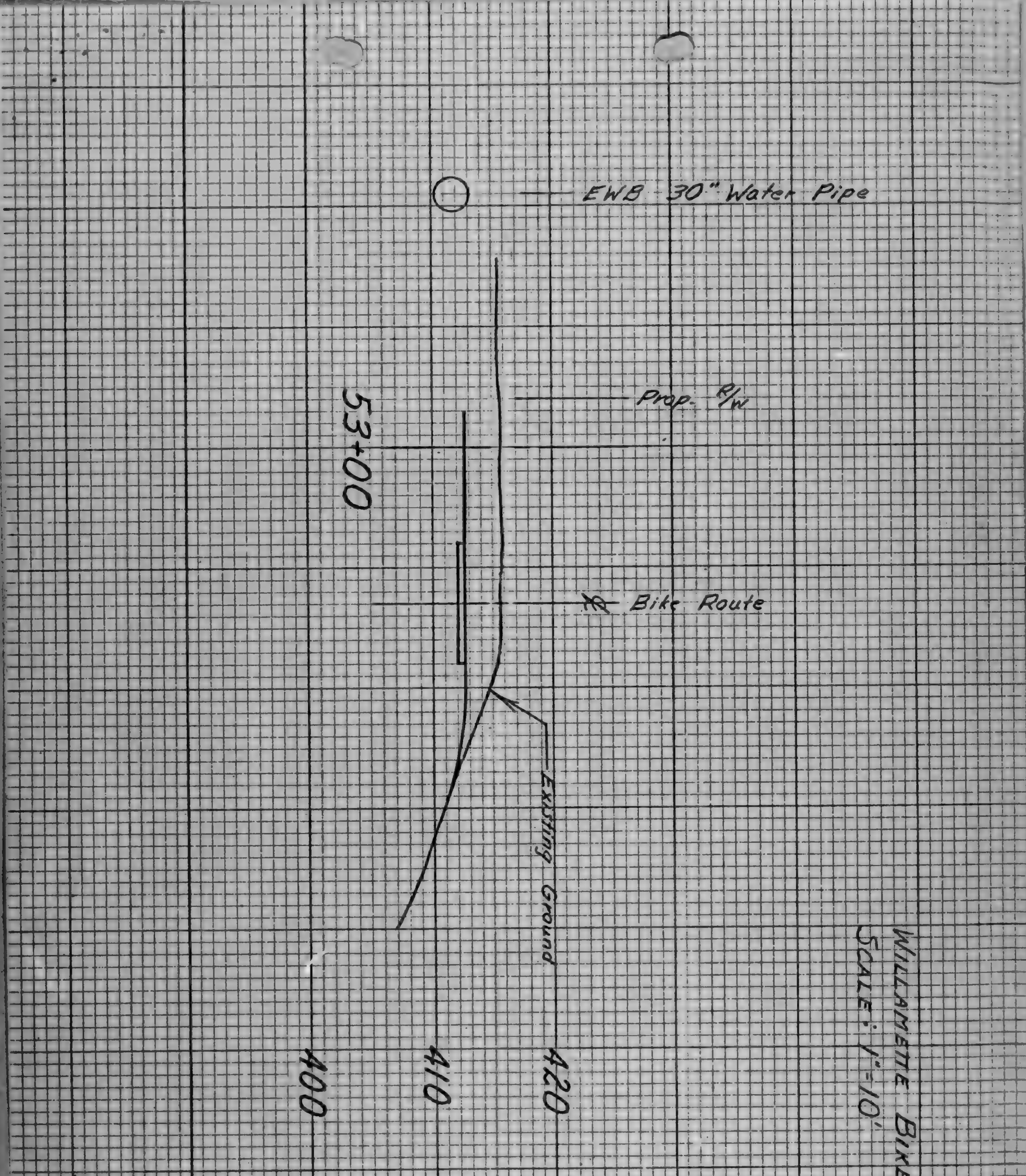
WILLAMETTE BIKEWAY
SCALE: 1"=10'


EWB 30" Water Pipe
Prop. R/W
℄ Bike Route
Existing Ground
420
410
400
EW 399 (9-20-71)
51+50


EWB 30" Water Pipe
52+50
Prop. R/W
Bike Route
Existing Ground
EW 399 (9-20-71)
400
410
420

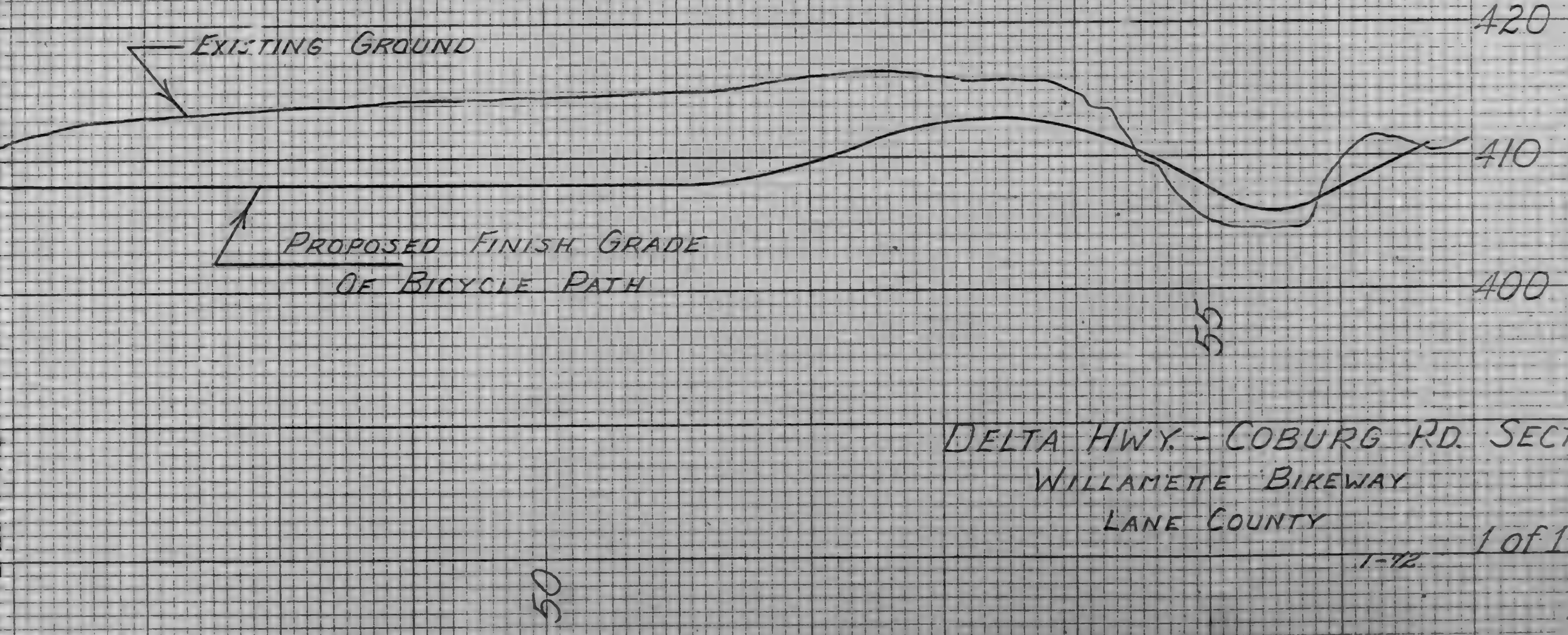
WILLAMETTE BIKEWAY
SCALE: 1"=10'

8 of 9


EWB 30" Water Pipe
Prop. R/W
53+00
Bike Route
Existing Ground
400
410
420

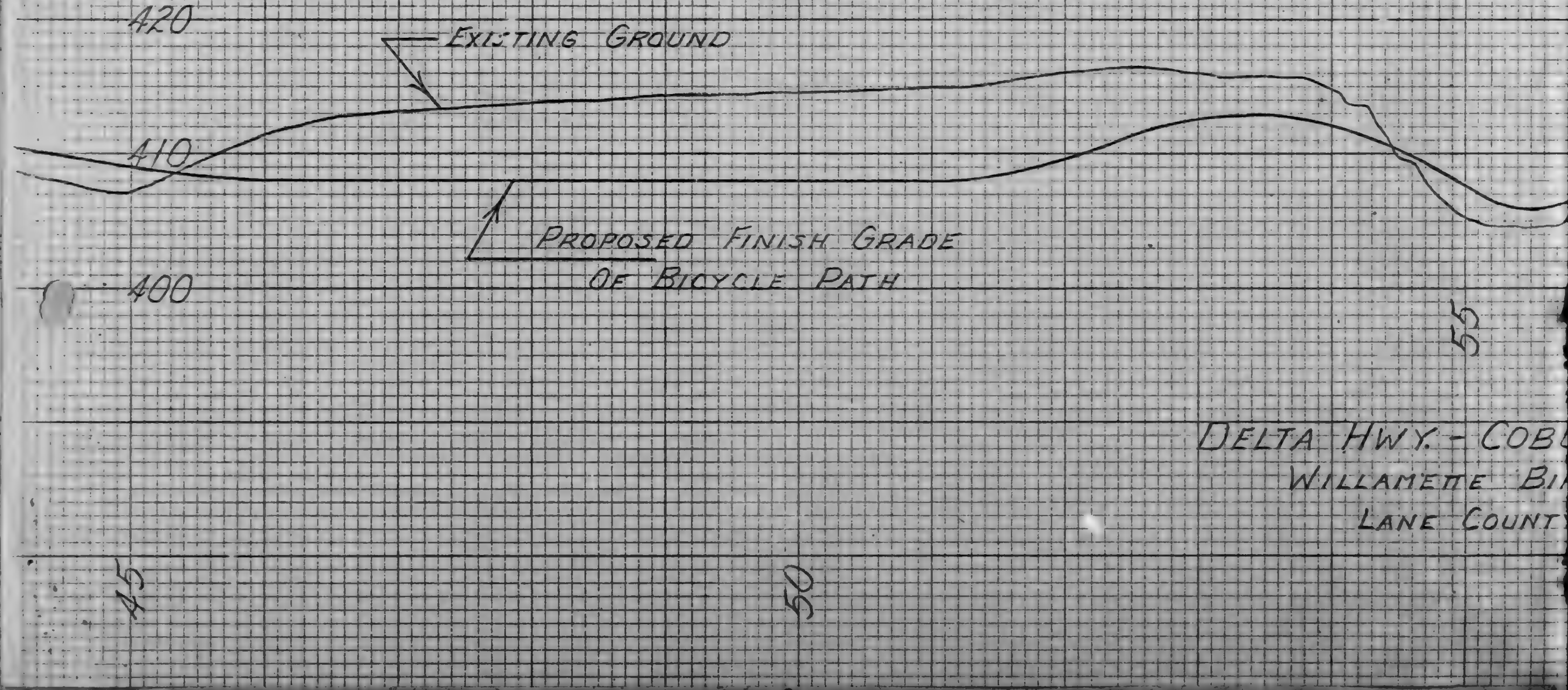
WILLAMETTE BIKEWAY
SCALE: 1"=10'

PROFILE



DELTA HWY. - COBURG RD. SECT.
WILLAMETTE BIKEWAY
LANE COUNTY
1-72
1 of 1

PROFILE



DELTA HWY. - COB
WILLAMETTE BI
LANE COUNT

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NOV 8 - 1971

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 4, 1971
Salem, Oregon

Bikeways - Loc
Eugene

To: MEMORANDUM TO THE FILE

SUBJECT:

On November 2 I met with Mr. Nelson of the architectural firm of Nelson, Walla and Dolle at their office in Vancouver, Washington, to discuss our plans for a bycicle trail along the river adjacent to a proposed Thunderbird Motel site in Eugene.

The firm did not have any plans developed and Mr. Nelson stated that the whole project depended on the amount of parking available. The proposed bycicle trail occupies an area needed for parking. He asked about the compatibility of multi-use and I told him that it was my opinion that we would not consider multi-use except possibly where there was an existing parking area.

From maps in his office it was determined that there was very little room for landscaping between the north line of the Water Board easement and the river bank, which is the area to be occupied by the trail. I told him we would cooperate in any way we could.

I told him we were going to let the contract for the bycicle trail project in December and that if he wanted any further information than the set of preliminary plans I left with him. to please contact me.

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh
cc: F. B. Klaboe
V. D. Wolfe
D. H. Moehring

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NOV 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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Bikeway
Eugene

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
November 1, 1971

To: Memo to File

SUBJECT: Proposed Bicycle Path
Eugene Interstate Spur

NOTED
F. B. KLABOE

This noon Mr. Victor D. Wolfe, Location Engineer, and I met with Mr. Edward Pietz and Mr. Tod E. McClaskey to discuss a proposed bicycle path which would cross their motel site along the Interstate spur going into Eugene.

We discussed the possibility of the path being incorporated into their landscaping along the riverbank, and our plan met with little, if any, objection. We will have Frank Hall discuss the matter with the architect for Pietz and McClaskey, and hopefully we can arrive at an agreement on the alignment of the path through the proposed motel site. The architect is Nelson, Walla & Dolle of 202 West 8th, Vancouver, Washington.

Mr. Pietz advised that the land involved did not belong to the Thunderbird Corporation, but was in the name of another party who would be a partner in the venture. Mr. Pietz advised that we would need to negotiate with the landowner for title to the strip needed for the bicycle path.

Mr. Pietz personally would like to have us trade an excess parcel we own adjacent to the motel site so that additional parking spaces would be available in the parking lot. Frank Hall should examine this excess parcel and make a determination as to the amount we would have available to exchange with the owner of the proposed motel site.

If the path alignment can be worked out with the architect and the amount of property available for excess is determined in the next few days, we should be able to meet the December 16 date for contracting the construction of the bicycle path.

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

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NOV 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DHM:JP
cc F. B. Klaboe ✓
Victor D. Wolfe
Frank Hall

P5

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**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7933

December 15, 1971

TO WHOM IT MAY CONCERN:

Re: Delta Hwy.-Coburg Rd.(Eugene) Sect.
Grading and Paving Project
Lane County

This letter is to advise you that it has become necessary to withdraw the above-named project from the advertised letting of projects for which bids are to be received on December 16, 1971.

"Plans Credit Certificates" will be issued to those who have purchased plans for the project.

It is planned to readvertise this project with a bid opening at a later date. New plans, special provisions and proposals will be available at the time the project is readvertised.

Very truly yours,

R. L. Porter
State Highway Engineer

By

T. E. Edwards
Deputy Highway Engineer

NOTED
FLOYD QUERY

5

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DEC 8 - 1971

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7933

December 3, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken December 16, 1971 on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Stafford Road Interchange, Pacific Highway.
   Illumination Project

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

2. Neil Creek Section, Pacific Highway.
   Slide Correction Project

   No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

3. Sandy River-Multnomah Falls Section, Columbia River Highway.
   Safety and Overlay Project

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

4. Arlington Interchange Section, Columbia River Highway.
   Landscape Project

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

5. Deadmans Pass Safety Rest Area, Old Oregon Trail Highway.
   Rest Area Project

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

6. Meacham-Hilgard Interchange, Old Oregon Trail Highway.
   Safety and Overlay Project

   No footpaths or bicycle trails planned for this project because of its isolation and the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

7. La Grande Section, Old Oregon Trail Highway.
   Structure Project

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

8. Unit A, Portland City-wide Traffic Signals, Various City Streets.
   Traffic Signal Project

   Footpaths and bicycle trails will not be established under this project as per Section 2(2)(c), which states that footpaths and trails are not required to be established where "...other available ways or other factors indicate an absence of any need for such paths and trails."

9. Powell Boulevard at Hood Avenue (Gresham), Mt. Hood Highway.
   Traffic Signal Project

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

10. SW 72nd Avenue-SW Greenburg Road (Tigard) Section, Pacific Highway West.
    Traffic Signal Project

    Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

11. Cascade Highway at Pearl Street & Warner Milne Road (Oregon City), Cascade Highway.

    Sidewalks are being provided on this project.

12. Pilot Butte Canal (Deschutes Station) Bridge Section, FAS 325.
    Structure Project.

    No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

13. Delta Highway–Coburg Road (Eugene) Section, Willamette Bikeway.

This is a project to construct a bicycle route.

If you have any question or wish to make any change in the concept as outlined, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
Victor Wolfe

DES:mc kw

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DEC 6 1971
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • Phone 378-6547310

7933

NOTED
A. E. JOHNSON

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon 97401

December 2, 1971

ATTENTION: Mr. C. H. Strong

Re: Construction Plans
Delta Highway-Coburg Road (Eugene)
Section
Willamette Bikeway
Lane County

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the above captioned project.

Bids for this project will be received by the Oregon State Highway Commission on December 16, 1971.

Our Resident Engineer for this project will be Mr. Harley E. Mayfield, 2141 East 15th Street, Eugene, Oregon 97403, telephone 686-7710. The Regional Utility Engineer is Mr. J. E. Holcomb, P.O. Box 1128, Roseburg, Oregon 97470.

Very truly yours,

F. D. Morgan
Construction Engineer

By Julius Lotzinger
for T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure

cc: A. E. Johnson
C. T. Keasey
H. E. Mayfield
J. E. Holcomb

RECEIVED
DEC 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
NOV 26 1971
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

7933

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310 PHONE 378-6811

November 23, 1971

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon 97401

RE: Construction Plans
Delta Hwy.-Coburg Road (Eugene) Section
Willamette Bikeway
Lane County

ATTENTION: Mr. Kimber Johnson

NOTED
A. E. JOHNSON

Gentlemen:

Enclosed you will find two sets of construction plans on the above subject project. The present tentative schedule calls for opening of bids on December 16, 1971. Please review the plans for any facilities you may have in conflict with our proposed construction.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating or removing its facilities which are located on private property. If you have such facilities, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. J. E. Holcomb, Regional Utility Engineer, P. O. Box 1128, Roseburg, Oregon 97470. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By Julius Cortwright
for T. W. Litchfield
Railroad and Utility Engineer

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NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RMF:fw
Enclosure
bc: A. E. Johnson
C. T. Keasey
J. E. Holcomb

Form E-123

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1971

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GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
JAMES W. WHITTAKER, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member

JOHN W. McKEAN
State Game Director

November 22, 1971

cc's sent 11/23/71

F. B. Klaboe
L. H. Young
W. J. Hart (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
C. T. Keasey (2)
H. S. Coulter (2)

State Highway Engineer
State Highway Division
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We have reviewed the project plans for the following two projects which were referred to in your letter of November 9, 1971.

1) Pilot Butte Canal (Deschutes Station) Bridge
Bend-Deschutes Market Road, Deschutes County

2) Delta Highway-Coburg Road (Eugene) Section
Willamette Bikeway, Lane County

There will be no conflict with wildlife resources on either of these projects, and they are approved.

NOTED
F. B. KLABOE

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

Hall
A. Olson
Terpin
Scott
Swenson
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NOV 23 1971
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SECTION

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NOV 11 1971

RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
✓ Engineering Carnegie
Water Re.
[illegible]
xc: Wex Smith
11-15-71 J

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 364-2171

November 9, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Hall
A. Olson
Terpin
Scott
[illegible]
R. Olson
[illegible] ✓

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NOV 26 1971
DESIGN SECTION

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Other

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plans for the following project scheduled for contract letting December 16, 1971:

Delta Highway-Coburg Road (Eugene) Section
Willamette Bikeway
Lane County

NOTED
F. B. KLABOE

Your special attention and recommendations will be appreciated.

RECEIVED
NOV 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer

By Frank L. Hall

Frank L. Hall
Design Engineer

cc's sent 11/29/71
F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
C. T. Keasey (2)

SNR 11-22-71

Enclos.

Dear Frank,
We anticipate no fishery conflicts providing fish passage & water quality are maintained.
Burt

1859

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NOV 12 197[illegible]
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 9, 1971

7933

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

NOTED
F. B. KLABOE

Attention: Mr. R. O. Koski

Dear Sir:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith preliminary plans for the following projects scheduled for contract letting December 16, 1971:

Pilot Butte Canal (Deschutes Sta.) Bridge
Bend-Deschutes Market Road, Deschutes County

Delta Highway-Coburg Road (Eugene) Section
Willamette Bikeway, Lane County

Your special attention and recommendations will be appreciated.

cc: F. B. Klaboe
L. H. Young
W. J. Hart (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
C. T. Keasey (2)
H. S. Coulter (2)

Very truly yours,

R. L. Porter
State Highway Engineer

By Original signed by
Frank L. Hall

Frank L. Hall
Design Engineer

Enclos.

RECEIVED
NOV [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 8 - 1971
FOR FILING

7933

Bikeways

Eugene

4b-2
9-8-71

November 2, 1971

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon 97401

Attention: Donald Penfold
Director of Records & Elections

Gentlemen:

Attached for your information is a copy of "Bicycle Trail and Footpath Resolution No. 2," adopted by the Highway Commission on September 8, 1971, covering the Delta Highway-Coburg Road (Eugene) Section in Lane County.

Also attached is a survey design approval map.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

November 2, 1971

City of Eugene
City Hall
Eugene, Oregon 97401

Attention: Lester E. Anderson
Mayor

Gentlemen:

Attached for your information is a copy of "Bicycle Trail and Footpath Resolution No. 2," adopted by the Highway Commission on September 8, 1971, covering the Delta Highway-Coburg Road (Eugene) Section in Lane County.

Also attached is a survey design approval map.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

agenda

BICYCLE TRAIL AND FOOTPATH RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare a bicycle trail and footpath route location and design for the Delta Highway-Coburg Road (Eugene) Section in Lane County and in connection therewith to prepare maps showing the location and design for said trail and footpath and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared maps showing the route location and design and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the State Highway Commission a hearing was held in Eugene on August 31, 1971, to present the Engineer's considerations bearing on the same and to record the verbal and written views of members of the public in connection therewith; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer, the transcript of the testimony and written comments given at the public hearing, the views given by various governmental agencies, officials and advisory groups affected by the route location and design; and also of the social, economic and environmental effects of the route location and design proposed by the Engineer, it is the judgment of the Commission that the route location and design for said bicycle trail and footpath, designated as Delta Highway-Coburg Road (Eugene) Section in Lane County, should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the bicycle trail and footpath route location and design as shown on the Engineer's map of the Delta Highway-Coburg Road (Eugene) Section beginning near the Valley River Shopping Center parking lot and extending in an easterly direction along the north bank of the Willamette River passing under the I-105 Bridge and under the Ferry Street Bridge to the North Bank Park at Coburg Road, which map for identification purposes bears Survey Design Approval Map, File No. 1R-4-504 and the date of October, 1971, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said bicycle trail and footpath is permanently constructed the same shall be done in accordance with said route location and design unless otherwise directed or ordered by the Commission.

September 8, 1971

3. That this approval and adoption of said route location and design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said bicycle trail and footpath. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights-of-way pursuant to the route location and design approved hereby.

4. That this resolution be entered in the minutes and records of the Commission as of the 8th day of September, 1971, as "Bicycle Trail and Footpath Resolution No. 2."

P 5

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OCT 18 1971

FOR FILING

7933

October 13, 1971

Lane County Planning Department
135 - 6th Avenue, East
Eugene, Oregon 97401

Re: Proposed Zone Change ZC71-139
Delta Highway-Coburg Road Sec.
Willamette Bikeway
(Eugene) Lane County

Gentlemen:

In our letter of October 7, 1971, the State Highway Division voiced a remonstrance against any zone change regarding tax lots 1601, 1702, and 2400, map 17-03-29.3.

This is to inform you that we would withdraw any protest or complaint against this zone change if dedication of right-of-way for the proposed bicycle trail is accomplished as stipulated by the city of Eugene and Lane County Planning Commissions.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

GAP:dg

cc F. B. Klaboe
V. D. Wolfe
W. E. Tabeau
C. T. Kassey
J. E. Wilson
B. L. Gifford

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FOR FILING

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

Bikeways

October 7, 1971

Sp

Lane County Planning Dept.
135 6th Avenue, E.
Eugene, Oregon 97401

Proposed Zone Change ZC71-129
Delta Highway-Coburg Road Sec.
Willamette Bikeway
(Eugene) Lane County

Dear Sir:

Your Notice of Public Hearing regarding the zone change application of Mr. George Zellner (Riverside Thunderbird Motel) has been reviewed. The property in question lies in a direct path of a proposed bikeway upon which the State Highway Division held a hearing August 31, 1971, and the Highway Commission approved for right-of-way acquisition on September 8, 1971.

Please be advised that the State Highway Division voices a remonstrance against any change in zoning regarding tax lots 1601, 1702 and 2400, map 17-03-29.3; south side of I-105 down ramp, west of Country Club Road.

Thank you for bringing this matter to our attention.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
V. D. Wolfe
W. H. Tebeau
C. T. Kassey
J. E. Wilson

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OCT 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

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SEP 14 1971
FOR FILE

7933

5

Salem, Oregon
September 14, 1971

Mr. W. H. Tebeau
Asst. Program & Planning Engineer

OFFICE

Delta Highway-Coburg Road
Bicycle Trail
Lane County

Mr. Cliff Walstrom, of the Real Estate Division, Corps of Engineers, Portland District, contacted me regarding their revetment easements along the Willamette River in the vicinity of the subject project.

Mr. Walstrom stated that they would give us a letter of approval for bikepath construction within their easement limits provided: (1) that the grade of the revetments not be lowered, and (2) the Corps would be able to close the facility should repair work on the revetments be necessary in the future.

They wish to review the proposal after preliminary engineering is completed.

Gary A. Potter
Resource Analyst

GAP:bb

cc: F. B. Klaboe
C. T. Kenney
J. A. Pantano

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RECEIVED
SEP 14 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7933

September 10, 1971

Mr. Bert S. Teitzel
City Engineer
Department of Public Works
777 Pearl Street
Eugene, Oregon 97401

Dear Mr. Teitzel:

On August 26, 1971, you wrote to Mr. H. S. Cox, County-City Engineer, proposing an 8-foot section for bicycle-pedestrian traffic through the Ferry Street Interchange to be financed as a bicycle path.

This was proposed as an amendment to an agreement dated June 22, 1971, with the City of Eugene for the construction of sidewalks along the west side of Coburg Road beneath the Eugene-Springfield Highway.

This matter was presented to the Highway Commission at its meeting on September 8, 1971, and the Commission approved an additional expenditure by the State of $2,400 for construction of the requested facility.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr
bc R. L. Porter ✓
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
F. L. Hall
R. N. Bothman
V. E. Skoog
L. H. Young
F. D. Morgan
F. D. Morgan
Lloyd P. Shaw
H. S. Cox
David G. Talbot
C. T. Keasey

RECEIVED
SEP 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

5

SEP 14 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7233

[illegible]

September 10, 1971

U. S. Department of Interior
National Park Service
920 N. E. 7th Avenue
Portland, Oregon 97232

Gentlemen:

Recently you asked to be advised of progress on the footpath and bicycle trail project along the northerly bank of the Willamette River in and near Eugene.

The State Highway Commission at its meeting September 8, 1971, approved the project and authorized the acquisition of necessary right-of-way.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

bc R. L. Porter ✓
Tom Edwards

RECEIVED
SEP 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

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FOR FILING
7933

Salem, Oregon
September 8, 1971

Delta Highway-Coburg Rd.
Willamette Bikeway

Mr. W. H. Tebeau
Asst. Program & Planning Engineer

OFFICE

On September 3, 1971, per Mr. Klaboe's request, I met with Mr. Wayne Shields of Valley River, Mr. Carlton Woodard, President, Village Green Corporation, and Mr. Robert H. Egan of Roland Terry AIA and Associates, architects, to discuss their motel-restaurant development plans at Valley River and our proposed bicycle trail.

Mr. Shields explained they were receptive to the bicycle trail proposal and they desired working with us to "assure compatibility". He made the following points:

1. The architects have just been engaged, and it would be 60-90 days before preliminary design details were available.

2. They propose a restaurant cantilevered over the riverbank possibly to the water's edge.

3. Mr. Shields said he was concerned about terminating the trail on the corner of the Valley River parking lot — if this were done, he wanted assurance that Valley River would not be liable for accidents. He requested consideration of the alternative along the I-105 ramp and connecting to a dedicated public street. (See attached map.)

4. Based upon the above, they would include the trail under their restaurant in their plans, and we could then investigate extension of the trail along the river and along the parking lot at Valley River. I asked Mr. Shields if we decided to extend the trail along the river, would he donate a perpetual easement. He said he would, providing he could retain access to the river.

I informed Mr. Shields that we were proceeding on this project as rapidly as possible, and that I would meet with him as soon as the Highway Division had investigated alternatives.

Our problem becomes one of deciding a suitable terminus: whether we or Lane County would eventually wish to continue the trail downriver, and in the meantime run the trail along the Delta Highway - I-105 bridge ramp up to a dedicated street. (See attached map.) From a standpoint of time, the alternate could be accomplished sooner, and then we could work out any potential downstream continuation with Mr. Shields in the future.

Gary A. Potter
Resource Analyst

GAP:bb

Attach.
cc: F. B. Klaboe w/attach.
L. H. Young
J. A. Pantuso
K. A. Chatwood w/attach.
V. A. Berning w/attach.

OREGON STATE H
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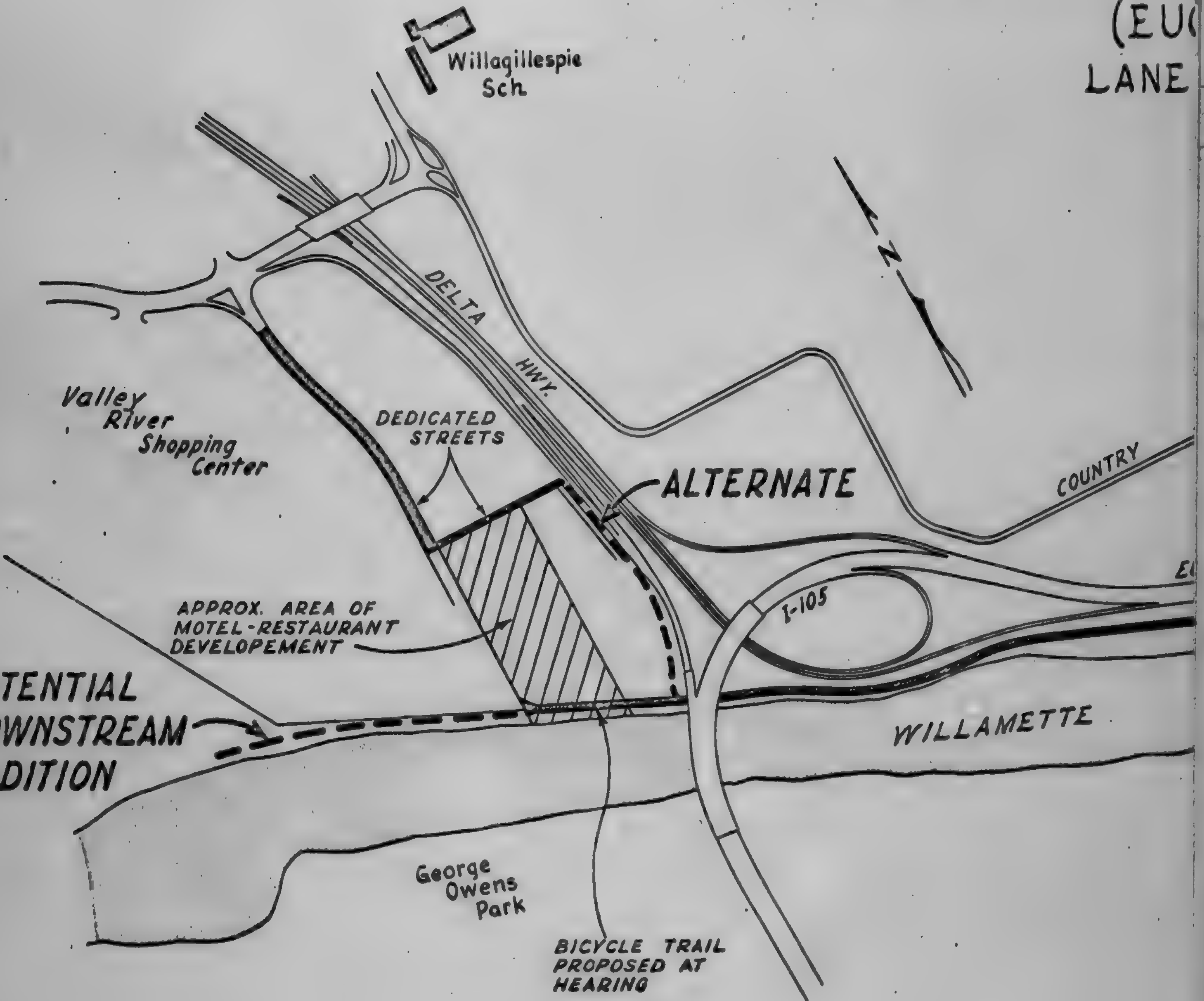
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APPROX. AREA OF
MOTEL-RESTAURANT
DEVELOPEMENT
POTENTIAL
DOWNSTREAM
ADDITION
WILLAMETTE
George
Owens
Park
BICYCLE TRAIL
PROPOSED AT
HEARING

RECEIVED
AUG 23 1971
FOR FILING

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August 20, 1971

Mr. Larry Williams
Executive Director
Oregon Environmental Council
1238 N. W. Glisan
Portland, Oregon 97209

Willamette Bikeway
Delta Highway-Coburg Road
(Eugene)
Lane County

Dear Mr. Williams:

Attached for your information is an environmental statement for the subject project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

GP:bb

Attachment

cc: Tom Edwards
F. B. Klaboe
W. H. Tebeau

RECEIVED
AUG 20 1971

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 16, 1971

SUBJECT: Willamette Bikeway
Delta Highway-Coburg Road
Eugene, Lane County

To: Mr. Frank L. Hall
Design Engineer

BUILDING

Attention: Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

Attached is a copy of a report submitted by F. M. North, Liaison Agent in Region 3, on the subject section. It is being forwarded to you for your information in regard to this project.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

NOTED
TOM EDWARDS

JRO:ph

Attachment

cc R. E. Simpson /w/ attachment
Tom Edwards
F. B. Klaboe
Victor Wolfe
Floyd Query
L. H. Young /w/ attachment
H. S. Cox
Robert E. Royer /w/ attachment
W. H. Tebeau /w/ attachment
Stu Couper /w/ attachment

RECEIVED
AUG 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7934 N. Santiam R. (Greens) Br. 1973
Sec. of FAS 126 east of
Jefferson (Grad. & paving)

522-1050

fos 126
Linn Co

REGION 2 ENGINEER
RECEIVED
MAR 10 1976
☐ RE ☐ NCE ☐ HME ☐ RTE ☐ ROE
☐ UTE ☐ GEO ☐ RSO ☐ ROC ☐ RPE

Robert Straub
XXXXXXXXX

March 10, 1976

Neal Michael
Acting County Engineer
3010 Ferry Street
Albany, OR 97321

Dear Mr. Michael:

Attached is an itemized statement of the final costs for the N. Santiam River (Greens) Bridge.

You will note the County will receive a refund in the amount of $1,319.12.

Very truly yours,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

Attach.

cc: L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
MAR 15 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

RECEIVED
COUNTY & CITY SECTION
MAR 15 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
MAR 12 '76
REFER TO
FOR
Info Investigate R/D Action File Letter See me

7934

fas 126
Linn Co

Salem
March 8, 1976

Robert H. Prange
Rural Engineer

Phil Stearns
Region 2 Federal Aid Engineer

N. Santiam River (Greens)
Bridge
FAS 126
Linn County

Two copies of the itemized statement of the final costs for the subject project are attached. Would you forward one of the copies to the county and inform them that they will receive a refund in the amount of $1,319.12 from our finance section.

HR:dp

Attachments

☐ ENGR. ☐ ASST. ☑ OE ☒ ~~AE~~ ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OREGON STATE HIGHWAY D SION

Form A-191—(11-71)
SP*67806-736

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Linn County Road Dept.
Courthouse
Albany, OR 97321

Attention of Neil Michaels
Acting County Engineer

Request No. (assigned by staff engineer or head of section) cc 1554

Date March 8, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: N. Santiam River (Greens) Br. - Grading
FAS 126
Contract #7934

Covered by agreement dated November 24, 1971

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County's advance deposit	$12,300.00	
		Amount previously transferred	9,300.00	
				$3,000.00
		County's share of construction costs	$10,980.88	
		Amount previously transferred	9,300.00	
				1,680.88
		Amount to be refunded to County		$1,319.12

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 12,300.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 9,300.00

Give the number of the last previous request in connection with this same service. cc 1366

Credit distribution:
522-1050-297

Submitted by:
Harold Reynoldson
Harold Reynoldson, Rural Program Engr.

Approved:
G.N. Hopkins, Project Development Engr.

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

1934

STATE COPY

COPY SENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
Hossner

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

JUL 10 1975
Washington

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. S-390-(5)	2. COUNTY Linn	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

The construction of roadbed grading, aggregate base and asphalt concrete pavement were done under this contract. The work was performed on the North Santiam River (Greens) Bridge Section of FAS 126 approximately 2 miles east of Jefferson.

5. CONTRACTOR'S NAME Gibbons and Reed Company	6. CONTRACT AMOUNT $ 51,636.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* D. Wessel

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
JUL 11 1975
Office of
Assistant State Highway Engineer

7-11-75
ey Const.

NOTED
H.S. COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 34 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.179			

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY P. V. Riedl	11. DATE OF INSPECTION June 25, 1975

12. IN COMPANY WITH
Gerry Wimer, Reg 2 Constr Engr, OSHD; Keats Oliver, Res Engr, OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE P V Riedl P. V. Riedl		16. SIGNATURE G K Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 6-27-75	17. TITLE District Engineer	18. DATE 7/9/75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7934

September 20, 1974

Industrial Indemnity
P. O. Box 3623
San Francisco, CA 94120

Attn: Bond Department

Gentlemen:

A post-final payment for $1,000 will be made to Gibbons and Reed Company on Contract No. 7934 for work on the North Santiam River (Greens) Bridge Section of FAS 126 in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $67,979.30 including the post-final payment. Of the total $1,659.39 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

gew

cc Gibbons and Reed Company
P. O. Box 13368
Portland, OR 97213

bc C. T. Kassay
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

*7934

8

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

SALEM, OREGON
July 21, 1974

TO: Mr. V. E. Skoog
Fiscal Officer
BUILDING

Attention Mr. R. J. Hacek

SUBJECT: Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
Project #EHS-S-390(4)

Harold Reynoldson

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

NOTED
E. S. HUNTER

Oregon Bridge Engineering Company's billing (Invoices 2428 & 2464) in the amount of $2,263.11 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine this billing and return the payment to this office and we will inform the county and forward the payment to Oregon Bridge Engineering Company.

HR:ljt

Att.

cc: E. S. Hunter ✓
L. W. Rulien

7934

July 19, 1974

Industrial Indemnity
P.O. Box 3623
San Francisco, California 94120

Attention: Bond Department

Gentlemen:

On July 15, 1974, we wrote to you concerning release of final payment on Contract No. 7934 awarded to Gibbons and Reed Company for work on the North Santiam River (Greens) Bridge of FAS 126 in Linn County.

Final payment on this contract is $1,301.86 and the total contract amount is $46,979.30 including $1,659.39 for work performed under force account.

Very truly yours,

G. W. Head
COMMISSION SERVICES

fbm

cc Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7934

July 15, 1974

AIR MAIL
Industrial Indemnity
P.O. Box 3623
San Francisco, California 94120

Attention: Bond Department

Gentlemen:

Contract No. 7934 awarded to Gibbons and Reed Company for work on the North Santiam River (Greens) Bridge of FAS 126 in Linn County was completed on April 25, 1974, and accepted by the Administrator and State Highway Engineer on July 9, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 20, 1974.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fbm

cc Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7934

July 9, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7934, Work Completed April 25, 1974

Project North Santiam River (Greens) Bridge

Highway FAS 126, County Linn

Type of Work Grading and Paving

Contractor Gibbons and Reed Company

Recommended Acceptance Date July 9, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:bz

cc: C. W. Head
A. N. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

fas 126
Linn Co

6-11-74

RECEIVED
COUNTY & CITY SECTION
JUN 11 1974
☑ ENGR. ☑ COOR. ☐ JE ☑ AE ■ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

NARRATIVE REPORT

NORTH SANTIAM RIVER (GREENS) BRIDGE
FAS 126
LINN COUNTY

Contract number 7934 was awarded September 11, 1973 to Gibbons and Reed Company in the amount of $51,636.00 for the grading and paving of the Linn County approach to the North Santiam River (Greens) Bridge. Project completed April 25, 1974, semi-final contract amount of $54,348.66.

Clearing and prepatory work commenced on the project September 24, 1973, contractor elected to obtain required embankment material from a Linn County procurred borrow site, an island in the river adjacent to the project. Embankment construction began September 27, 1973, aggregate base October 5, 1973, grading and base completed October 9, 1973, prime coat placed October 10, 1973. Traffic at this stage was using the completed work, but as the new bridge was not completed, the old bridge remained in service.

The new bridge was to be completed on or about November 1, 1973. Marion County was also to have completed the approach on their side of the river. Delays to completion of the bridge and Marion County work, both influenced by adverse weather, caused traffic to continue using the old bridge until January 23, 1974, when the base lift of paving was placed and traffic routed over the new bridge. This delay caused considerable patching and maintenance to the prime coat to be required.

The location, design, and the construction was handled in a piece meal manner, causing several problems. Marion and Linn counties provided the location survey, Oregon Bridge was then retained to design and supervise construction of the structure, the contract for construction of the structure was awarded to Hannon Bros., the Oregon State Highway Division, by and thru it's resident engineer did monitor Oregon Bridge's contract supervision and documentation. The grading and paving of the approaches was to have been under a seperate contract. However, Marion County declined to contract the approach on their side, desiring to construct with their own forces.

Both the bridge and grading and paving designs provided for a right side four foot bike and footpath, however, the grading design did not consider the width of the guard rail to be installed between the travel lanes and the path, the approximate twenty inch reduction from the four foot path would have rendered it useless. The loss, and a little more, was recovered by steepening the surfacing slope and an extra work order was written for installation of a protective CL-4R fence.

Provisions for utilities was to be the responsibility of the counties. Right of way width was insufficient for utilities to be installed outside the toes of slope and the utility tubes were provided in the side of the new bridge contrary to existing installations. As a result, utility poles and anchors are in the embankment slopes; new gas and telephone lines were to be installed under the foot path. This would not have been a problem, except the utility tubes exit under the guard rail, and as the utility companies did not angle over, the guard rail installation damaged the utilities January 29, 1974, repairs and adjustments were made, work resumed on the guard rail February 26, 1974 and utilities again were damaged, repairs and further adjustments were made, guard rail was completed March 1, 1974 except for price agreement anchor and end section revisions.

There was a substantial under-run of embankment material required, it appears the grading plans did not delete from the quantities that amount provided under the bridge contract, also the bridge contract provided the guard rail bridge end connections, these had to be deleted from the grading contract. This dividing of the pie makes co-ordination of effort very difficult and efficiency of operation non-existant, it is apparent that a project of this size suffers when divided up in this manner.

The project plans provided for eleven foot travel lanes and six foot shoulders, standard paving machines will not lay a six foot width, efforts to "drag in" were not successful on the base lift. On the top lift, the narrow shoulders were satisfactorily placed with a "Layton" spreader.

7934 8

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NORTH SANTIAM RIVER (GREENS) BRIDGE

WEEK ENDING: May 11, 1974

SECTION PREFIX: 522-1050

HIGHWAY: FAS 126

COUNTY: Linn

NAME OF JOB: North Santiam River (Greens) Bridge

KIND OF WORK: Grading and Paving

CONTRACTOR: Gibbons and Reed Company

CONTRACT NUMBER: 7934

FEDERAL AID PROJECT NUMBER: S-390(5)

DATE OF CONTRACT: September 11, 1973

DATE WORK STARTED: September 24, 1973

ESTIMATED COMPLETION DATE: April 25, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 225

CALENDAR DAYS USED 216

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 96

PROJECT AUTHORIZATION: $61,527.72

EXCLUSIVE OF ENGINEERING: $56,154.12

ENGINEERING AUTHORIZATION $5,373.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $47,119

ENGINEERING COST TO DATE $7,200

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 88

ESTIMATED PERCENT: ~~XXXXX~~ UNDERRUN 16.1%

PERCENT OF AUTHORIZATION 134%

DATE PROJECT WAS COMPLETED: April 25, 1974

PROJECT COMPLETED - SEMIFINAL ESTIMATE & DATA DELIVERED TO REGIONAL OFFICE May 10, 1974.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	0	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.18	0.18			0.18
MILES PARTIALLY COMPLETED	0.18	0.18			0.18
MILES COMPLETED	0.18	0.18			0.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,000 cy	1,820 cy			860 ton
TOTAL QUANTITIES CORRECTED TO DATE	7,807 cy	1,603 cy			844 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,807 cy	1,603 cy			844 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project completed.				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				RECEIVED
TUESDAY				KSL
WEDNESDAY				1974
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	(week ending May 11, 1974)

REMARKS

PROJECT COMPLETED.

Semifinal estimate and supporting data submitted to Regional Office May 10, 1974.

FINAL REPORT.

SIGNED Richard E. Nelson LOCATION Corvallis

Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

PROJECT INSPECTION AND REGIONAL INSPECTION REPORT 522-1050 Linn Co
FAS 126

Project Name North Santiam River (Greens) Bridge Contract No. 7934

Highway FAS 126 5-7-74 Prefix No. 522-1050

County Linn F.A. No. S-390(5)

Final inspection made on 4/25/74 By Keats Oliver

in company with Dick Nelson, Gordon Wallace for Linn County and Carl Springer for contractor

CHECK LIST

Date

4/19/74 Construction signs removed

N/A Salem Office notified to rescind construction speed zone

4/19/74 Contractor removed equipment from project

4/26/74 Roadside cleanup completed

1/23/74 Opened to traffic

with semi-final Regional Materials Certification submitted

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

General appearance and riding quality are good.

Chunks of A C left on fill slope to be picked up by contractor.

Letter of acceptance forthcoming from Linn County.

A C subsequently picked up on 4/26/74

RECEIVED
COUNTY & CITY SECTION
MAY 7 1974
☑ ENGR. ☑ COOR. ☒ OE ☐ EE ■ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

All contract work on this project has been completed and recommendation is made for acceptance on 4/26/74. The semi-final estimate will be submitted about 5/8/74.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - D. H. Moehring
Co.-City Eng. - H. S. Cox
Reg. Engineer - ~~C. O. Fredrickson~~
Res. Engineer - R E Nelson
Dist.Engineer - Howard Johnson

Copies sent to all named __________

Resident Engineer

Reg. Engr.
(Signed) (Title)

-7934

5

April 25, 1974

Linn County Board of Commissioners
Post Office Box 100
Albany, Oregon 97321

278-J

Gentlemen:

Your comments in accepting the Sanderson Bridge and Greens Bridge as the latest additions to Linn County's road system are appreciated. The completion of these two modern facilities should, indeed, be a benefit to the area.

The Highway Division appreciates the help provided by Linn County in bringing these projects to a successful completion.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

WJH:dh jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
C. O. Fredrickson

LINN COUNTY
BOARD OF COMMISSIONERS

P.O. Box 100
ALBANY, OREGON
97321

TELEPHONE:
926-4495

COMMISSIONERS:
BURL INGRAM, CHM.
GEO. K. MILLER
VERNON SCHROCK

STAFF ASSISTANT:
JON LEVY

April 10, 1974

State Department of Transportation
State of Oregon
2960 East State Street
Salem, Oregon 97310

Re: Green's Bridge.

Gentlemen:

The Linn County Board of Commissioners has inspected Green's Bridge and find it acceptable. We wish to commend you on this fine new structure.

The bridge is an asset to Linn County.

Sincerely,

LINN COUNTY BOARD OF COMMISSIONERS

Burl Ingram
Chairman

Vernon Schrock
Commissioner

Geo. K. Miller
Commissioner

RECEIVED
STATE HWY ENGR
APR 12 '74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

aEg

RECEIVED
APR 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1974
BRIDGE DIVISION

NOTED
A. E. Johnson

7934

5

September 25, 1973

Gibbons and Reed Company
P. O. Box 13308
Portland, Oregon 97213

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 7934 for work on the
> North Santiam River (Greens) Bridge
> Section of FAS 126 in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

hs
Enclosure

cc Industrial Indemnity Company
P. O. Box 3623
San Francisco, California 94120

Attention: Bond Department

bc C. T. Kassey
Walt Hart
L. E. Young
Attn: Vince Gallagher
C. O. Fredricksen
Richard Nelson

September 21, 1973

Board of Commissioners
Linn County Courthouse
Albany, Oregon 97321

Attn: Mr. Gordon Wallace
Engineer

Re: N. Santiam River (Greens) Bridge
Approach grading
FAS 126
Linn County

[redacted]

This is to acknowledge receipt of the County's advance deposit in the amount of $12,300 for the subject project.

A copy of the construction plans and contract (#7934) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

7934

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-32	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-17-73	ATE Oregon
		COUNTY Linn
PROJECT REPORT NO. 5		PROJECT NO. S-390(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2.0 mi. E. of Jefferson - E. 0.35 mile
N. Santiam R. (Greens) Br.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-10-73	0.179
OTHER *(Specify)*		

FUNDS Pro-rata 63.59%

ESTIMATED TOTAL COST OF PROJECT $ 61,123	FEDERAL FUNDS $ 38,868

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. V. Smith
R. L. Green (Division Engineer)

Date executed by Division Engineer September 17, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal Aid Project
No. S-390(5)

N. SANTIAM RIVER (GREEN'S) BRIDGE SECTION

FAS 126 IN LINN COUNTY

Salem, Oregon, September 11, 1973

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 9+58 to Sta. 19+05)

Temporary Protection and Direction of Traffic	All	Required		$ 1,500.00
Clearing and Grubbing	All	Required		5,000.00
Removal of Structures and Obstructions	All	Required		3,782.00
Embankment in Place	10,000	cu.yds.	1.00	10,000.00
Finishing Roadbed and Slopes	All	Required		1,000.00
Watering	145	M-gals.	6.20	899.00
Coarse Aggregate Base	1,820	cu.yds.	5.25	9,555.00
Class "C" Asphalt Concrete	860	tons	13.00	11,180.00
3/4" - 0 Aggregate in Prime Coat	55	cu.yds.	10.00	550.00
RC-250 Asphalt in Prime Coat	10	tons	90.00	900.00
Guard Rail, Type 2A	400	lin.ft.	9.35	3,740.00
Guard Rail Anchors	2	only	350.00	700.00
Extra for Guard Rail Bridge Connections	2	only	500.00	1,000.00
Extra for Asphalt Approaches	2	only	100.00	200.00
Extra for Asphalt Walks	420	sq.yds.	1.00	420.00
Guide Posts	20	only	13.00	260.00
Roadside Seeding and Mulching	2	acres	475.00	950.00
				$ 51,636.00

Anticipated Items

Flagging (60% of Contractor's cost)	All	Required	$ 1,800.00
Permanent Striping	All	Required	100.00
Temporary Erosion Control	All	Required	100.00
			$ 2,000.00

Subtotal	$ 53,636.00
Engineering	7,487.00
Total	$ 61,123.00

Length of Project - - - 0.179 Mile

Federal Funds	$ 38,868.00
State Funds	11,127.00
County Funds	11,128.00
Total	$ 61,123.00

Group 1 - 96% Group 8 - 4%

Contract No. 7934

Prefix: 522-1050

N. SANTIAM RIVER (GREENS) BRIDGE

FAS 126 IN LINN COUNTY

Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 100.00

SALEM, OREGON
September 11, 1973

Grade on Approaches
N. Santiam River (Greens) Bridge
FAS 126
Linn County

cc- 1366

Mr. Vern Skoog
Controller

BUILDING

Attn: Mr. John Herr

Herewith is Linn County's check (#19885) in the amount of $12,300.00 which is the required amount for the advanced deposit for subject project. The contract is now clear for award.

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

cc: L. H. Young

DATE	REFERENCE	CODE	A IT	TOTAL
Advance deposit for the approach to the N. Santiam River (Greens) Bridge Section, FAS ~~125~~ 126		156,009.01	12,300.00	12,300.00

LINN COUNTY OREGON
ALBANY, OREGON 97321

No. 1712

Part I - Clerk
Part II - Rd. Dept.
Part III - Clerk

ROAD FUND

Request for Payment to:

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

To: Linn County Clerk:

Please pay the invoices or statement amounts shown below and charge the proper appropriation account listed.

Date	Invoice Number	Amount	Appropriation
9-5-73	Advance deposit for the approach to the N. Santiam River (Greens) Bridge Section, FAS 126 20% of $61,527.72 = $12,305.54 OR	$12,300.00	15-6009-01

RECEIVED
COUNTY & CITY SECTION
SEP 11 1973
☑ ENGR. ☑ COOR. ☐ ME ☐ AE ☐ UE
☐ UPE ☑ BE ☐ RE ☐ RPE ☐

Authorization

August 27, 1973

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97123

Attn: Mr. Gordon Wallace
Director of Public Works

Gentlemen:

On August 23, 1973, a satisfactory bid was received from the Gibbons and Reed Company, P. O. Box 13388, Portland 97213, for the approach to the N. Santiam River (Greens) Bridge Section, FAS 126. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$51,636.00
Flagging	1,800.00
Permanent Pavement Striping	100.00
Temporary Erosion Control	100.00
State Responsibility for Damages	100.00
10% Engineering	5,373.60
4½% Contingencies	2,418.12
Estimated Total Cost	$61,527.72

County Advance Deposit:

20% of $61,527.72 = $12,305.54, or say $12,300.00.

Please make this advance deposit in the amount of $12,300.00 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

HR:ljt

☑ ENGR. ☑ ASST. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

NORTH SANTIAM RIVER (GREENS) BRIDGE SECTION

FAS 126

LINN COUNTY

FAP No. S-390(5)
0.18 mile Grading and Paving

Bids Received August 23, 1973

1.	Temporary Protection and Direction of Traffic	All	Specified		$ 11,385.00
2.	Clearing and Grubbing	All	Specified		2,500.00
3.	Removal of Structures and Obstructions	All	Specified		1,500.00
4.	Embankment in Place	10,000	cu.yds.	2.75	27,500.00
5.	Finishing Roadbed and Slopes	All	Specified		675.00
6.	Watering	145	M-gals.	4.00	580.00
7.	Coarse Aggregate Base	1,820	cu.yds.	6.50	11,830.00
8.	Class "C" Asphalt Concrete	860	tons	13.00	11,180.00
9.	3/4" - 0 Aggregate in Prime Coat	55	cu.yds.	7.40	407.00
10.	RC-250 Asphalt in Prime Coat	10	tons	100.00	1,000.00
11.	Guard Rail, Type 2A	400	lin.ft.	6.50	2,600.00
12.	Guard Rail Anchors	2	only	250.00	500.00
13.	Extra for Guard Rail Bridge Connection	2	only	250.00	500.00
14.	Extra for Asphalt Approaches	2	only	75.00	150.00
15.	Extra for Asphalt Walks	420	sq.yds.	3.25	1,365.00
16.	Guide Posts	20	only	10.00	200.00
17.	Roadside Seeding and Mulching	2	acres	600.00	1,200.00
			For Comparison of Bids		$ 75,072.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 75,072.00
Anticipated Additional Items:		
Flagging (State Share)	1,800.00	
Permanent Pavement Striping	100.00	
Temporary Erosion Control	100.00	
State Responsibility for Damages	100.00	2,100.00
		$ 77,172.00
Contingencies (4-1/2%)		3,472.74
Engineering (10%)		7,717.20
Estimated Net Authorization, Constr.		$ 88,361.94

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #34
LINN COUNTY - NORTH SANTIAM RIVER (GREENS)
BRIDGE SECTION - FAS ROUTE 126

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: AUGUST 23, 1973

PAGE 1

Morris Bros

② Gibbons & Reed

QUANTITY		DESCRIPTION $75,072^{00}$	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Traffic Temporary Protection & Direction of	1	1500	8700	
	L.S.	Clearing & Grubbing	2	500	1500	
	L.S.	Removal of Structures & Obstructions	3	3782	1100	
10,000	C.Y.	Embankment in Place	4	1	2^{28}	
	L.S.	Finishing Roadbed & Slopes	5	1000	1350	
145	M-gals.	Watering	6	6^{20}	6	
1,820	C.Y.	Coarse Aggregate Base	7	5^{25}	5^{83}	
860	Tons	Class "C" Asphalt Concrete	8	13	12^{50}	
55	C.Y.	3/4" - 0 Aggregate in Prime Coat	9	10	8	
10	Tons	RC-250 Asphalt in Prime Coat	10	90	95	
400	L.F.	Guard Rail, Type 2A	11	9^{35}	10^{75}	
2	Only	Guard Rail Anchors	12	350	402^{50}	
2	Only	Extra for Guard Rail Bridge Connection	13	500	575	
2	Only	Extra for Asphalt Approaches	14	100	187	
420	S.Y.	Extra for Asphalt Walks	15	1	2^{80}	
20	Only	Guide Posts	16	13	14^{25}	
2	Acres	Roadside Seeding & Mulching	17	475	500	
				51,636	$73,286^{60}$	

S-1370 4/73

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner.

PRINTED IN U.S.A.

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: #34
LINN COUNTY - NORTH SANTIAM RIVER (GREENS)
BRIDGE SECTION - FAS ROUTE 126

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: AUGUST 23, 1973

PAGE 1

1/ Gibbons & Reed Portland 51,636
2/ Morse Bros. Lebanon $73,286^{60}$
3/

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Traffic Temporary Protection & Direction of	1	1500	8720	
	L.S.	Clearing & Grubbing	2	5000	1500	
	L.S.	Removal of Structures & Obstructions	3	3782	1100	
10,000	C.Y.	Embankment in Place	4	1	2^{78}	
	L.S.	Finishing Roadbed & Slopes	5	1000	1350	
145	M-gals.	Watering	6	6^{20}	6	
1,820	C.Y.	Coarse Aggregate Base	7	5^{25}	5^{83}	
860	Tons	Class "C" Asphalt Concrete	8	13	12^{50}	
55	C.Y.	3/4" - 0 Aggregate in Prime Coat	9	10	8	
10	Tons	RC-250 Asphalt in Prime Coat	10	90	95	
400	L.F.	Guard Rail, Type 2A	11	9^{35}	10^{75}	
2	Only	Guard Rail Anchors	12	350	402^{50}	
2	Only	Extra for Guard Rail Bridge Connection	13	500	575	
2	Only	Extra for Asphalt Approaches	14	100	187	
420	S.Y.	Extra for Asphalt Walks	15	1	2^{80}	
20	Only	Guide Posts	16	13	14^{95}	
2	Acres	Roadside Seeding & Mulching	17	475	546	

S-1370 4/73

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner.

PRINTED IN U.S.A.

Ore City

Date Bids Received 8/23/73

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	GIBBONS AND REED CO SALT LAKE CITY UTAH 84110	51,636.00
02	MORSE BROS INC LEBANON	73,286.60

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $	51,636.00
Additional anticipated items:	
FLAGGING (STATE SHARE)	1,800.00
PERMANENT PAVE STRIPING	100.00
TEMPORARY EROSION CONTROL	100.00
ST RESPONS FOR DAMAGES	100.00
Subtotal . . . . $	53,736.00
4 1/2%	2,418.12
Contingencies and engineering	
10%	5,373.60
Subtotal . . . . $	61.527.72
Credit for maintenance rock	.00
Net construction authorization . . . . $	61.527.72

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

Form E 312X (REV. 8-72)

OREGON STATE HIGHWAY DIVISION

JOB NUMBER 3

Summary of Bids Received and Construction Authorization

Project NORTH SANTIAM RIVER (GREENS) BRIDGE SECTION

Highway FAS 126

County LINN

F.A. Project No. S 390005

Engineer's Estimate 75,072.0

Date Bids Received 08/23/73

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	GIBBONS AND REED CO SALT LAKE CITY UTAH 84110	51,636.00
02	MORSE BROS INC LEBANON	73,286.60

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 51,636.00

Additional anticipated items:

FLAGGING (STATE SHARE)	1,800.00
PERMANENT PAVE STRIPING	100.00
TEMPORARY EROSION CONTROL	100.00
ST RESPONS FOR DAMAGES	100.00

ENGINEER'S RECOMMENDATION

7934

5

August 7, 1973

TO Oregon ~~xxxxxxxxxxxx~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicyle Trails
August 23 Bid Letting

Bids will be taken August 23 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws, Chapter 376, is shown for each project.

1. Richland (3rd Street) Section, Baker County
   Grade and Pave Project

   Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

   Due to the anticipated lack of use and the short length (0.15 mile) of this project, the construction of a footpath and bike trail would not be practical on the resurfacing project.

2. Powder River (Huckleberry) Bridge, Whitney-Tipton County Road, Baker County
   Structure Project

   Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Mary S. Young State Park, Clackamas County
   Landscape Improvement Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Longview Interchange Section, Lower Columbia River Highway, Columbia County
   Illumination Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Greenwood and Franklin Avenue (Bend) Section
   The Dalles-California Highway, Deschutes County
   Signals and Sign Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Manzanita Safety Rest Area, Pacific Highway
   Josephine County
   Sewer and Building Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. North Santiam River (Greens) Bridge Section
   FAS 126, Linn County
   Grade and Pave Project

   An asphalt footpath will be provided along one side of the highway throughout the length of the project.

8. Santiam Highway at S. Waverly Drive (Albany) Section
   Santiam Highway, Linn County
   Signal Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

9. Nehalem Bay State Park, Tillamook County
   Utility Building Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

10. Deadmans Creek Slide Section, Wilson River Highway, Tillamook County
    Slide Correction Project

    Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These items will be on the agenda for the August 14 meeting and your approval is requested.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
Gary Sund
Bob Whipps

(Location) srb

SALEM, OREGON
August 6, 1973

Fill Material
N. Santiam R. (Greens) Bridge
FAS 126
Linn County

Mr. C. G. Swenson
Office Engineering

BUILDING

In a telephone conversation today, Mr. Gordon Wallace, ~~Acting~~ Linn County Engineer, said the County, at their own expense, would furnish a source of embankment material for this project. The contractor will be required to furnish the base and paving aggregates from sources of his own choosing.

HR
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lst
cc: Gordon Wallace

MEMO TO THE FILES

August 2, 1973

Re: Bridge Approach
N. Santiam River (Greens) Bridge
FAS 126
Linn County

On August 2, 1973 a meeting was held in J. H. Versteeg's office concerning fill material for this project. Those present were: Gordon Wallace, Linn County Engineer; Frank Terpin and Bill Sample, Road Design; C. G. Swenson and Paul Galloway, Office Engineering; and Harold Reynoldson, County & City Section.

It was decided to leave the project on the August 23 schedule and not change the plans. A letter is to be sent to all plan holders informing them of the source of material for which the county has made the arrangements.

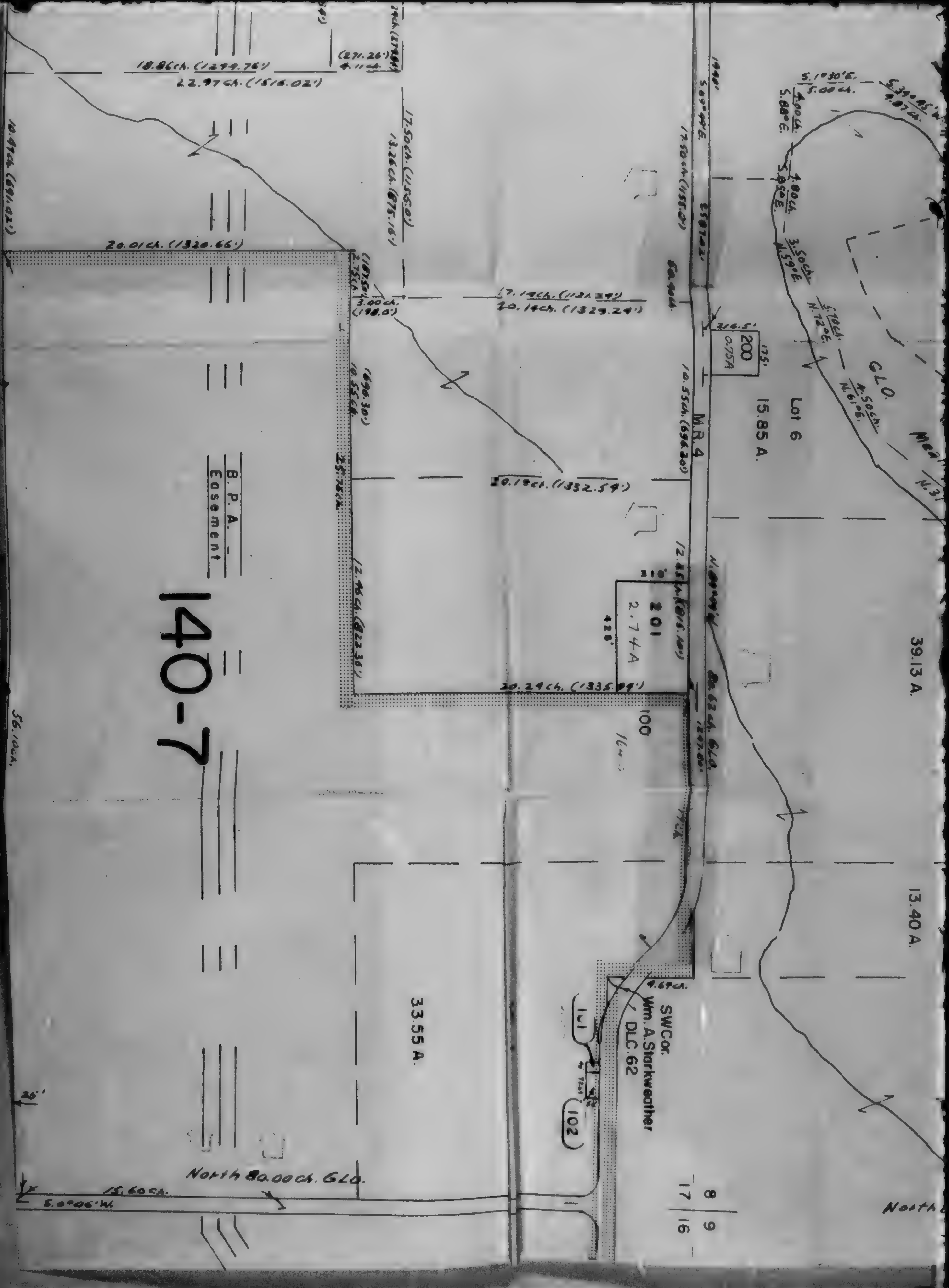
The county was informed that they could not get reimbursed with federal funds for the above material they acquired during the right-of-way negotiations. ✓

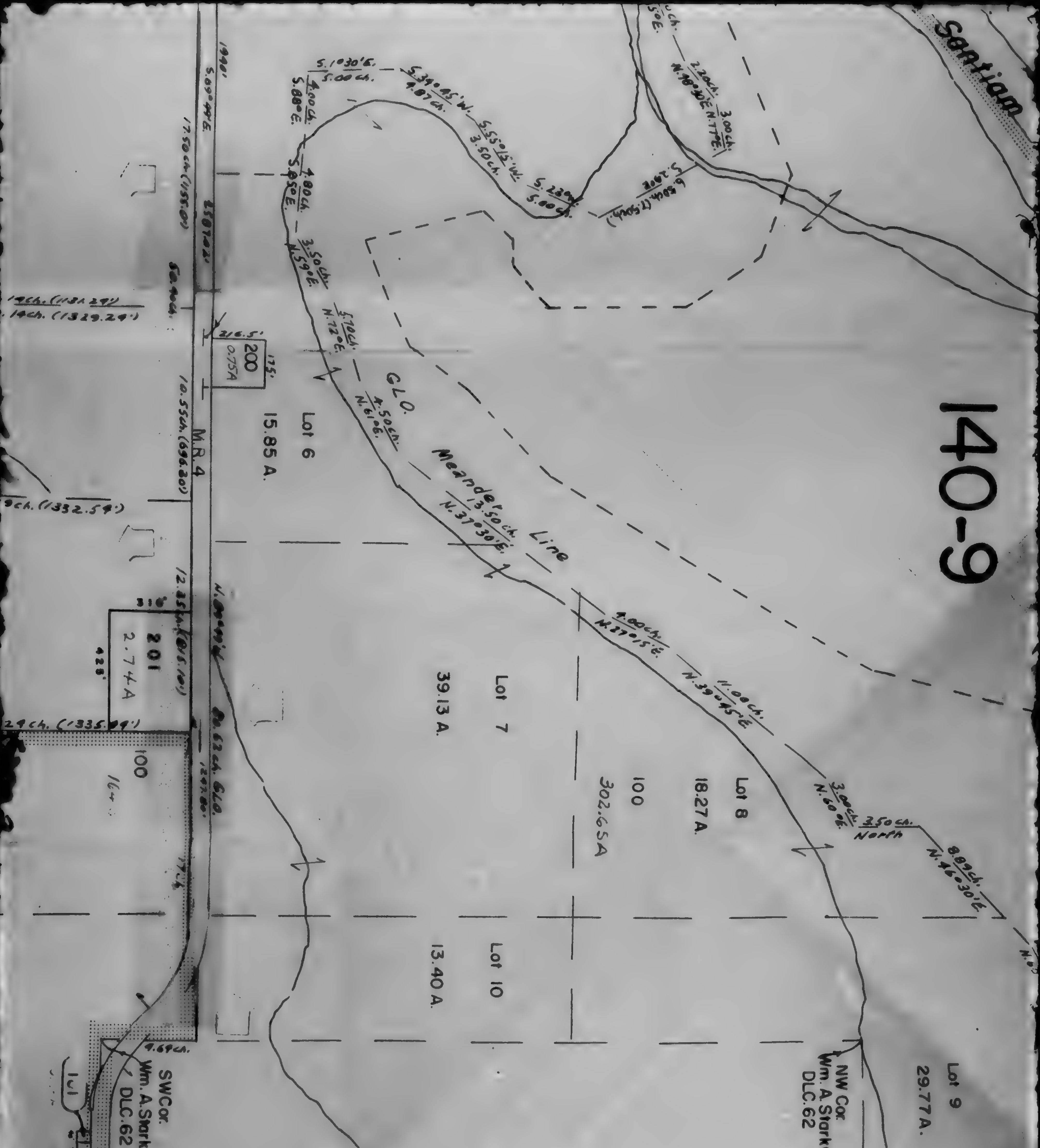
Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

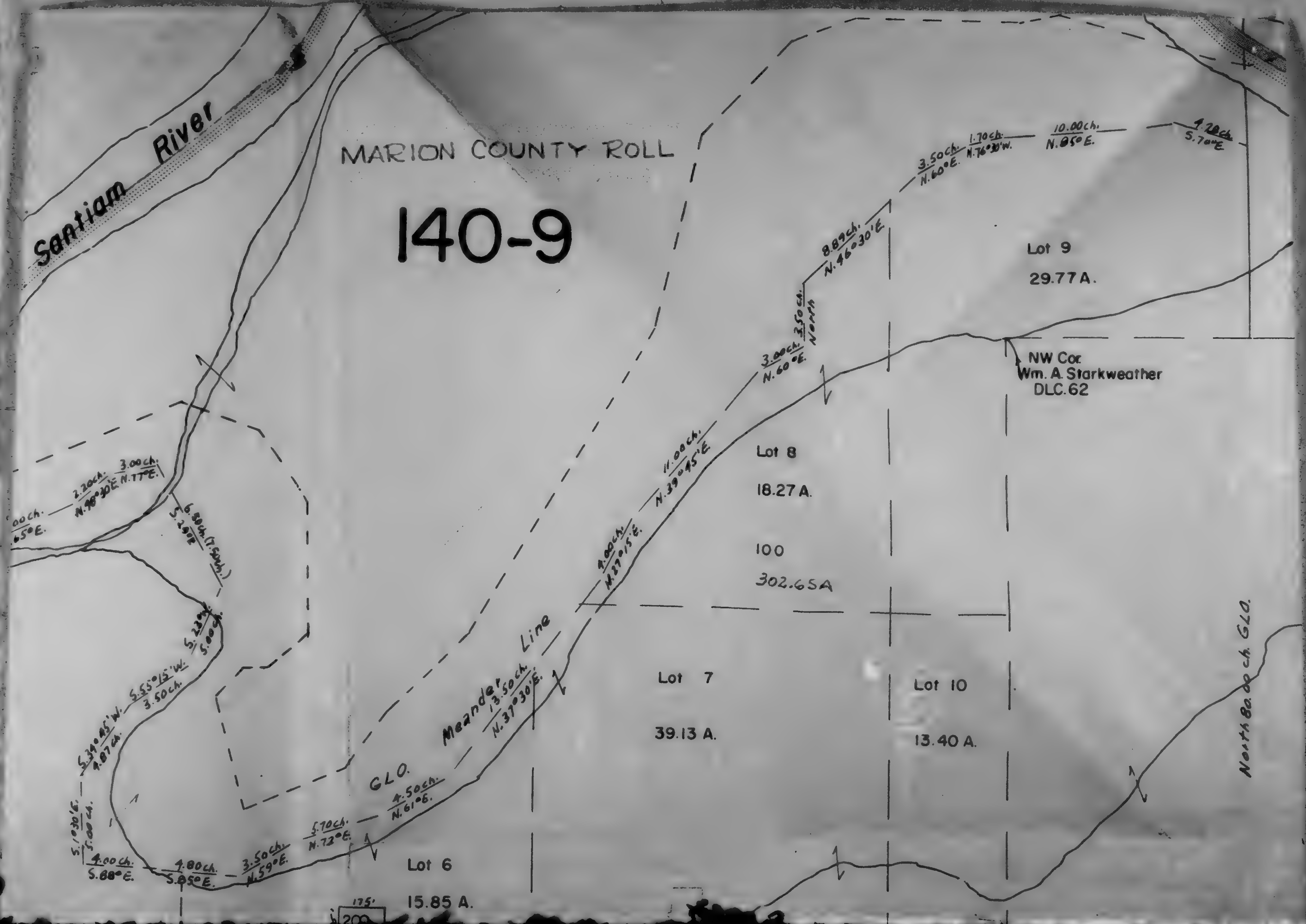
HR:ljt

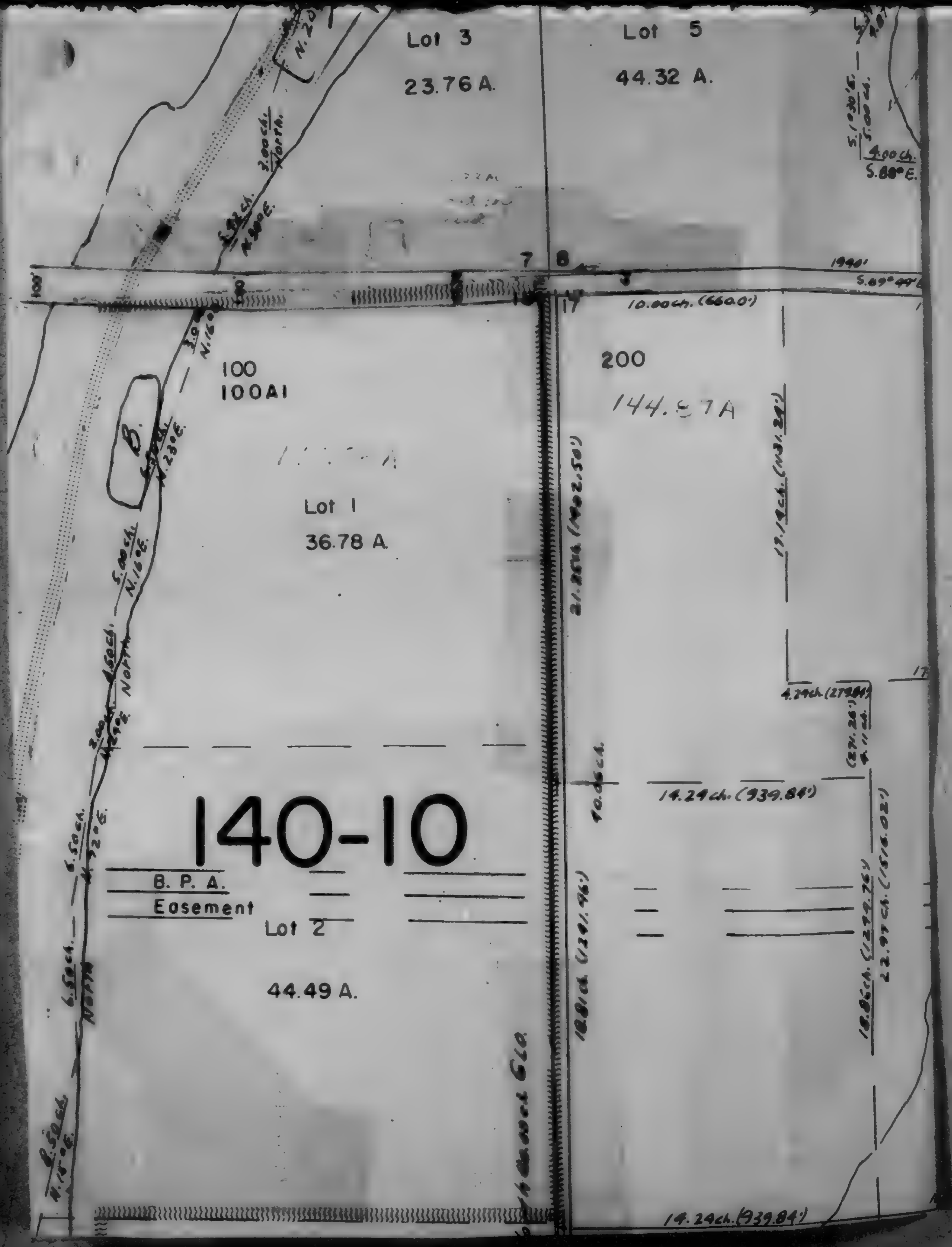
cc: Gordon Wallace
Frank Terpin
C. G. Swenson
C. J. Gregg

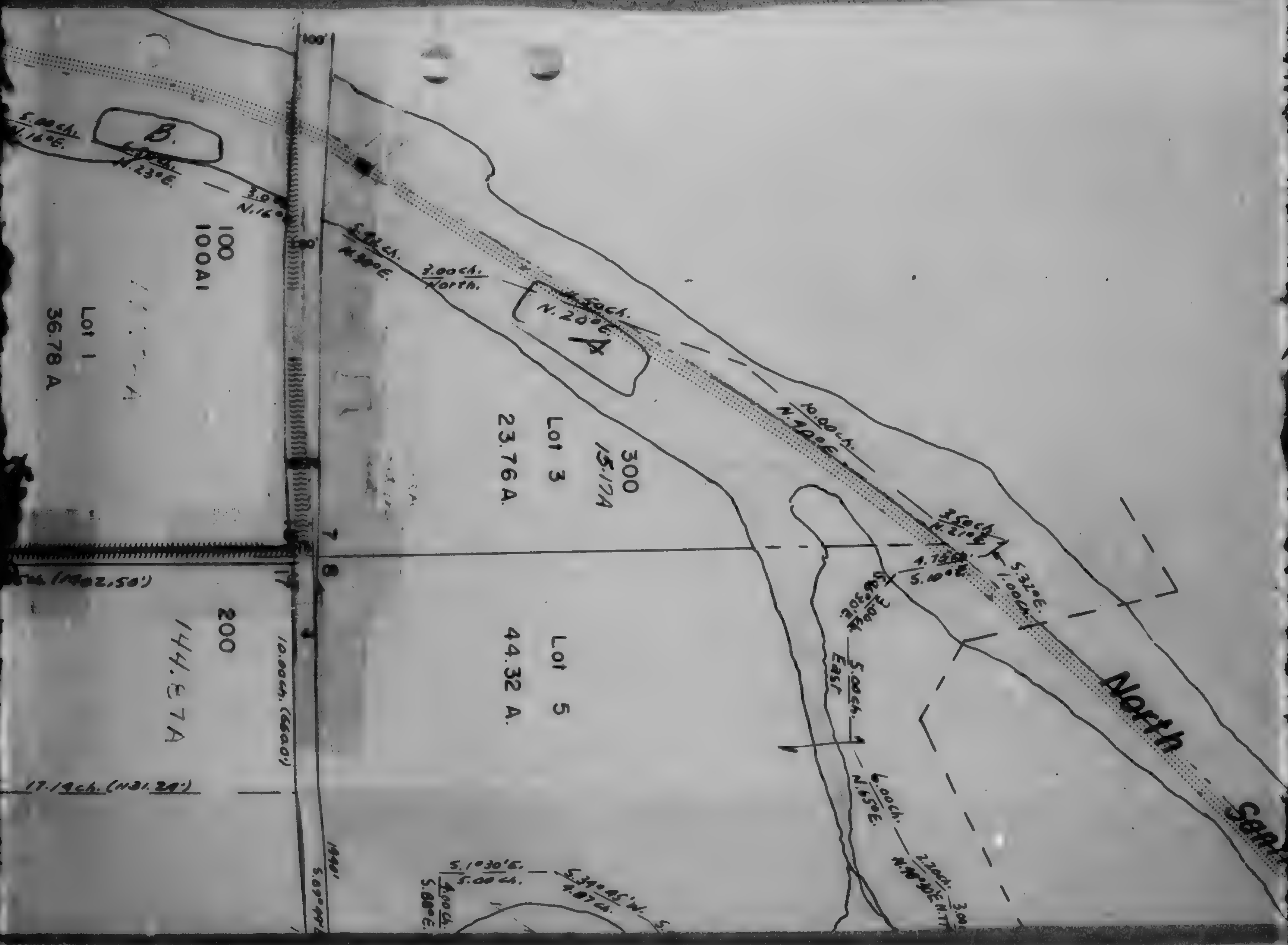
☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐


140-7
B.P.A. Easement
20.01ch. (1320.66')
18.86ch. (1244.76')
22.97ch. (1516.02')
10.47ch. (691.02')
17.50ch. (1155.0')
13.26ch. (875.16')
3.00ch. (198.0')
17.14ch. (1131.24')
20.14ch. (1329.24')
20.18ch. (1332.54')
20.24ch. (1335.84')
12.46ch. (822.36')
10.55ch. (696.30')
10.55ch. (696.30')
17.50ch. (1155.0')
M.R.4
200
0.75A
216.5'
175'
Lot 6
15.85 A.
201
2.74A
310'
425'
12.85ch. (848.10')
100
39.13 A.
13.40 A.
33.55 A.
4.64ch.
SWCor.
Wm. A. Starkweather
DLC. 62
101
102
North 80.00ch. GLO.
15.60ch.
S.0°06'W.
56.10ch.
20'
GLO.
S.1°30'E. 5.00ch.
S.39°45'W. 4.87ch.
4.00ch. S.88°E.
4.00ch. S.05°E.
3.50ch. N.59°E.
5.10ch. N.72°E.
4.50ch. N.61°E.
17
16
8
9


140-9
Santiam
Lot 6
15.85 A.
Lot 7
39.13 A.
Lot 8
18.27 A.
100
302.65A
Lot 10
13.40 A.
Lot 9
29.77A.
NW Cor.
Wm. A. Starkweather
DLC.62
SW Cor.
Wm. A. Starkweather
DLC.62
200
0.75A
201
2.74A
100
101
102
M.R.4
GLO.
Meander Line
13.50ch.
N.37°30'E.
4.50ch.
N.61°E.
5.70ch.
N.72°E.
3.50ch.
N.59°E.
4.80ch.
S.85°E.
4.00ch.
S.88°E.
S.1°30'E.
5.00ch.
S.39°45'W.
9.87ch.
S.55°15'W.
3.50ch.
S.23°W.
5.00ch.
4.00ch.
N.27°15'E.
11.00ch.
N.39°45'E.
3.00ch.
N.60°E.
3.50ch.
North
8.89ch.
N.46°30'E.
North 80.00ch. GLO.
17.50ch.(1155.0')
10.55ch.(696.30')
9ch.(1332.54')
24ch.(1335.84')
216.5'
175'
316'
428'
4.64ch.
8 9
17 16


Santiam River
MARION COUNTY ROLL
140-9
00 ch. / 65° E.
2.20 ch. / N.48°30'E.
3.00 ch. / N.77°E.
6.80 ch. (7.50 ch.) / S.29°E.
S.23°W. / 5.00 ch.
S.55°15'W. / 3.50 ch.
S.34°45'W. / 4.87 ch.
S.1°30'E. / 5.00 ch.
4.00 ch. / S.88°E.
4.80 ch. / S.85°E.
3.50 ch. / N.59°E.
5.70 ch. / N.72°E.
4.50 ch. / N.61°E.
GLO. Meander Line
13.50 ch. / N.37°30'E.
4.00 ch. / N.27°15'E.
11.00 ch. / N.39°45'E.
3.00 ch. / N.60°E.
3.50 ch. / North
8.89 ch. / N.46°30'E.
3.50 ch. / N.60°E.
1.70 ch. / N.76°30'W.
10.00 ch. / N.85°E.
4.20 ch. / S.70°E.
Lot 9
29.77 A.
NW Cor.
Wm. A. Starkweather
DLC. 62
Lot 8
18.27 A.
100
302.65 A
Lot 7
39.13 A.
Lot 10
13.40 A.
Lot 6
15.85 A.
175'
200
North 80.00 ch. GLO.


140-10
Lot 3
23.76 A.
Lot 5
44.32 A.
100
100A1
Lot 1
36.78 A.
200
144.97A
B. P. A.
Easement
Lot 2
44.49 A.
B.
100'
7
8
17
1940'
S.89°44'E.
10.00ch. (660.0')
21.25ch. (1402.50')
18.81ch. (1241.46')
10.05ch.
17.14ch. (1131.24')
14.24ch. (939.84')
4.24ch. (279.84')
4.11ch.
(271.26')
18.86ch. (1244.76')
22.97ch. (1516.02')
14.24ch. (939.84')
8.50ch. N.15°E.
6.50ch. North
6.50ch. N.12°E.
3.00ch. N.29°E.
4.50ch. North
5.00ch. N.16°E.
6.50ch. N.23°E.
3.00ch. N.16°E.
6.50ch. N.30°E.
3.00ch. North
N.20
S.1°30'E.
5.00ch.
4.00ch.
S.88°E.
North 60.00ch. GLO.

B.
5.00ch.
N.16°E.
N.23°E.
3.0
N.16°
100
100A1
Lot 1
36.78 A
5.42ch.
N.30°E.
3.00ch.
North
4.50ch.
N.20°E.
A
10.00ch.
N.30°E.
300
15.17A
Lot 3
23.76A.
3.50ch.
N.21°E.
4.15ch.
S.10°E.
S.32°E.
1.00ch.
7
8
17
18
(1402.50')
200
144.E7A
10.00ch. (660.0')
Lot 5
44.32 A.
5.00ch.
East
6.00ch.
N.65°E.
2.20ch.
North
Sant
17.19ch. (1131.24')
S.1°30'E.
5.00ch.
S.34°05'W.
9.87ch.
4.00ch.
S.80°E.
1321'
S.89°49'E.

3.00ch.
North.
4.50ch.
N.20°E.
A
10.00ch.
N.70°E.
3.50ch.
N.21°E.
S.32°E.
1.00ch.
S.10°E.
300
15.17A
Lot 3
23.76A.
Lot 5
44.32 A.
5.00ch.
East
6.00ch.
N.65°E.
2.20ch.
3.00
S.1°30'E.
5.00 ch.
S.39°45'W.
9.87ch.
4.00ch.
S.60°E.
North
Santiam

FAS 126

RICHARD DALKE, P.E.
County Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321

Phone 926-9451

GORDON B. WALLACE, P.E.
Assistant County Engineer
WILLIAM L. ZILLMAN
Administrative Assistant
DEL BURKHART
Road Superintendent

July 27, 1973

County City Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Harold Reynoldson

Re: Green's Bridge
Malone Property

Dear Mr. Reynoldson:

We would like to include the following in the preparation of the specifications for the east approach to the new Green's Bridge:

> "The concrete curb, lawn, shrubs, and flower beds located in front of the Lester Malone property shall not be disturbed during construction activity".

The above listed improvements are outside of the proposed north shoulder, but within the new right-of-way. The above improvements will in no way interfere with the public use of the Market Road 4.

Sincerely yours,

Gordon B. Wallace

Gordon B. Wallace
Acting Linn County Engineer

GBW:bms

To Spec's
7/30/73

RECEIVED
COUNTY & CITY SECTION
JUL 30 1973
☑ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ [illegible]
☐ [illegible] ☐ CE ☑ [illegible] ☒ [illegible] ☐

7934

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 26, 1973

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM J H Versteeg
J. H. Versteeg, Road Design Engineer

SUBJECT Footpaths and Bicycle Trails for
North Santiam R. (Greens) Bridge Section
FAS 126
Linn County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM NO.	ITEM	UNIT	QUANTITY	ESTIMATED PRICE	ESTIMATED AMOUNT
7.	Coarse Aggregate Base	Cu.Yd.	110	$ 6.50	$ 715.00
8.	Class "C" Asphalt Concrete	Ton	40	13.00	520.00
15.	Extra for Asphalt Walks	Sq.Yd.	420	3.25	1,365.00
		TOTAL			$2,600.00

Width: 4' ______

Length: 867' ______

Total of all contract items $75,072.00
3.5 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

NOTED
E. S. HUNTER

RECEIVED
JUL 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

North Santiam River
Linn County - fas 126
[illegible]

STATE OF OREGON
Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310
Phone: 373-3805

7-10-73

N. Santian R. (Greens) Br.
FAS 126
Linn County
Expires: 6-29-74

MATERIAL REMOVAL PERMIT NO. 736

LINN COUNTY (3)

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox
William S. Cox, Director

July 10, 1973
Date
Anniversary date: June 27, 1974

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OPERATORS COPY

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 0736-renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ____________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background (x) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

(x) 4. All potholes or removal pits shall be (x) LEVELED or (x) CONNECTED TO THE RIVER upon completion of a season's work or by ______________________________.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ______GRASS ____SHRUBS ____TREES SHALL BE PLANTED prior to __________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream ______________________________ without prior written approval from the Division of State Lands.

(x) 7. There shall be no (x) REMOVAL ( ) FILLING in the permit area between the period of Sept 1 to March 1 without prior approval of the Division of State Lands or as outlined in the special conditions below.

(x) 8. Material shall not be removed to a depth greater than [0.0 feet ( ) ABOVE (x) BELOW] the water level of the adjacent stream.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. Paul Ingram (Oregon Fish Commission, 367-5124) or Joe Weatherbee (Oregon Game Commission, 378-6925) shall be notified when contractor is selected and before

( ) xx. work commences.

(x) 11. This permit does not authorize the return of waste waters from any operation employed to wash or process materials under this permit.

(x) 12. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or conflicts with other users occur.

July 10, 1973

FOR OFFICE USE ONLY

Permit No.: [illegible]
Renewal

Please return comments by:
JUL 08 1973

MATERIAL REMOVAL/ LL PERMIT APPLICATION

Name of Applicant Linn County Oregon
(Corporation name or Individual) (Please print)

3010 Industrial Way Albany Oregon 97321 926 9451
(Address) (Zip) (Telephone No.)

Gordon B. Wallace Acting County Engineer
(Signature of applicant) (Title)

Name of Contractor Unknown at this time.

(Address) (Zip) (Telephone No.)

Description of Operation. Strike inappropriate words, phrases, etc.

a) Materials to be Removed and/or Placed in Fill River Gravel and Sand

b) Estimated Quantity (Removal) 18000 C.Y. ~~(Fill)~~

c) Method of Removal and/or Fill Backhoe, draglines and Trucks and Scrapers.

d) Placement of Material after Removal To be hauled directly to the bridge approach and roads.

X e) Purpose and Proposed Use of Removal ~~and/or Fill~~ Bridge approach and roads.

f) Source of Fill Material (if applicable) DNA

g) Proposed Period of Activity. Removal June 1, 1973 to Sept 1974

Fill

h) Precautions to Prevent Damage to Waterway Watertight berms around the excavation.

Location.

a) Name of Stream as Listed on Map North Santiam River

b) Tributary of Willamette

c) Located in County of Linn Sections 7 & 18 Twp. 10S R. 2W.

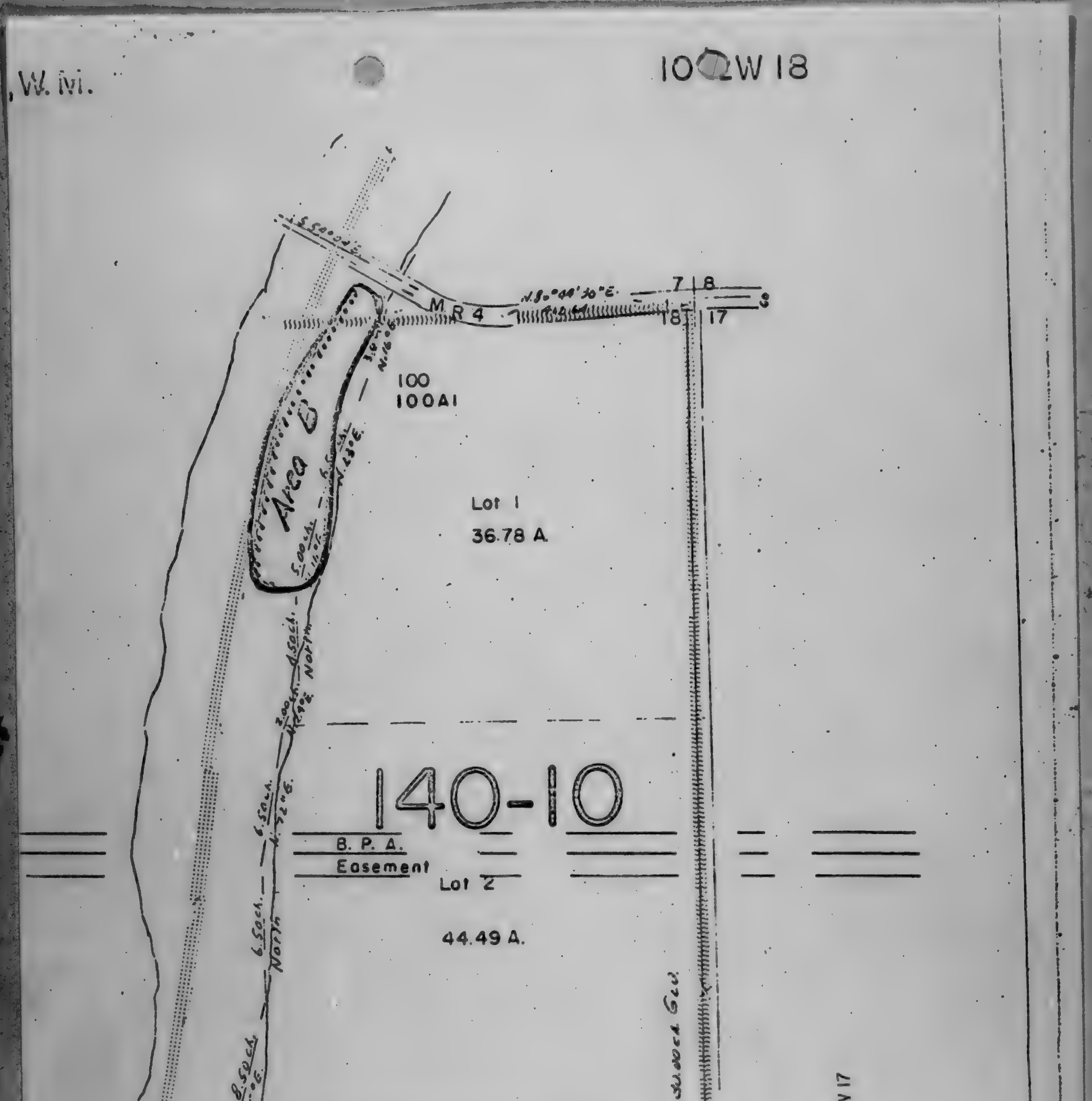
d) Map (Attach County Assessor's Plat or Equivalent Showing Location of Proposed Removal and/or Fill Operation)

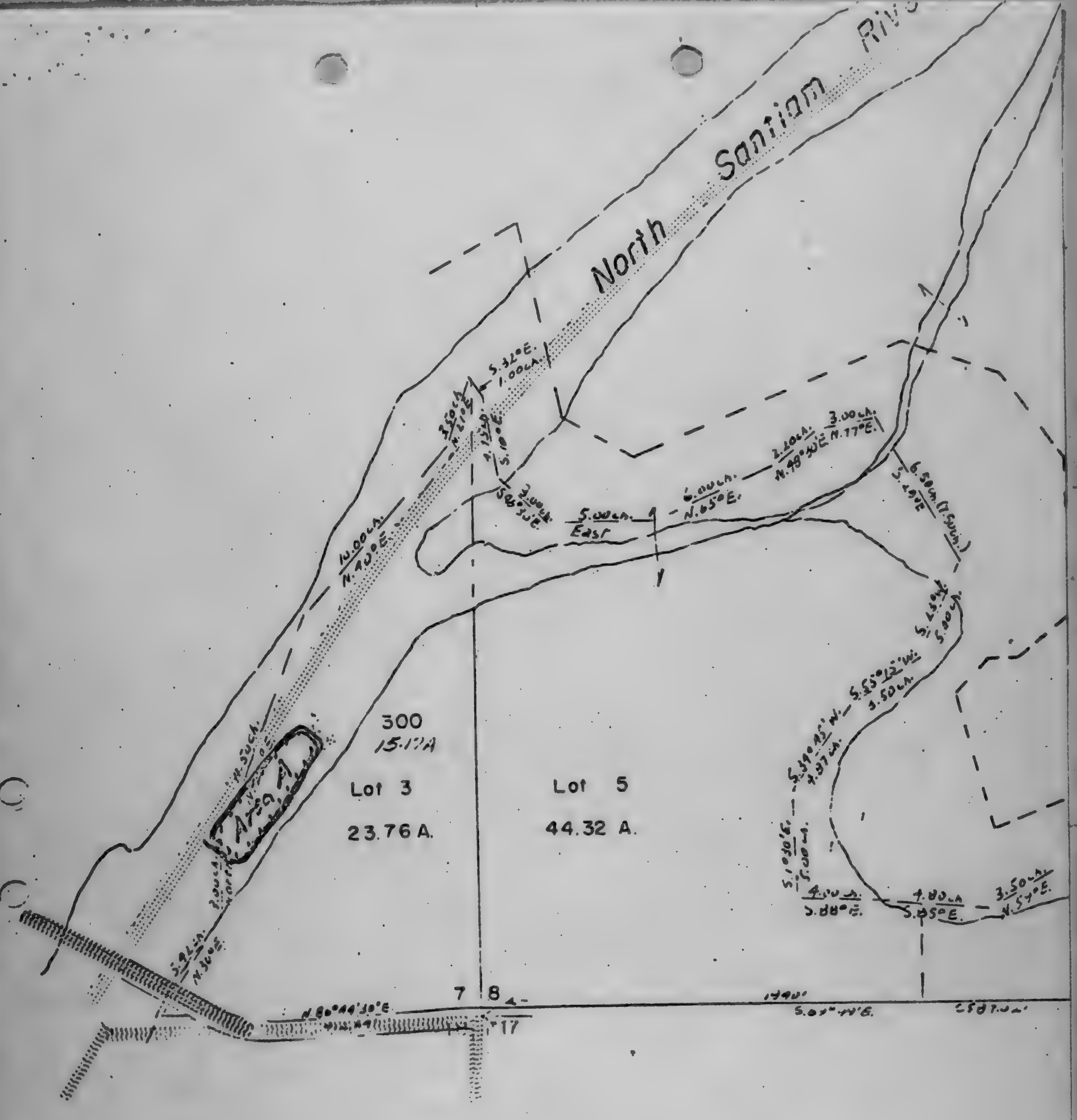
INSTRUCTIONS: Please submit in duplicate, and attach the $50 fee with your application. This is an application fee required by law [ORS 541.620(3)] and is not refundable. For additional information, phone 378-3805.

Mail To:

DIVISION OF STATE LANDS
502 Winter Street NE.
Salem, Oregon 97310

RECEIVED
JUN 14 1973
DIVISION OF STATE LANDS
REMITTANCE $ 50.00


.W.M.
10 2W 18
S.54°00'E.
M.R 4
N.80°44'30"E.
7
8
18
17
9
3.00ch.
N.16°E.
100
100A1
Area C
5.00ch.
N.13°E.
5.00ch.
N.11°E.
Lot 1
36.78 A.
4.50ch.
North
3.00ch.
N.46°E.
6.50ch.
N.72°E.
140-10
B. P. A.
Easement
Lot 2
44.49 A.
6.50ch.
North
8.50ch.
N.15°E.
2.50ch.
N.30°E.
6.00ch.
N.24°E.
140-9
Lot 3
CO. RD. 620
See Map 10 2W 17


North Santiam Riv
10.00ch.
N.40°E.
3.50ch.
N.21°E.
S.32°E.
1.00ch.
S.10°E.
S.85°30'E.
3.00ch.
5.00ch.
East
6.00ch.
N.65°E.
3.20ch.
N.79°30'E.
3.00ch.
N.17°E.
6.50ch.(7.50ch.)
S.49°E.
S.65°E.
5.00ch.
S.55°12'W.
3.50ch.
S.39°45'W.
4.37ch.
S.1°30'E.
5.00ch.
4.00ch.
S.88°E.
4.80ch.
S.85°E.
3.50ch.
N.57°E.
300
15.17A
Lot 3
23.76 A.
Lot 5
44.32 A.
Area A
N.50ch.
3.00ch.
3.92ch.
N.30°E.
N.80°44'30"E.
7
8
17
1990'
2587.02'

7934

5

June 13, 1973

Board of County Commissioners
Linn County
Courthouse
Albany, Oregon 97321

Attention: Del Riley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4737

Gentlemen:

Attached for your records is a fully executed copy of a construction finance agreement covering the North Santiam River (Greens) Bridge on FAS 126.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree.)

May 24, 1973

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321

Attn: Mr. Gordon Wallace
Engineer

Gentlemen:

Enclosed are two copies of an agreement in connection with the approach to the N. Santiam River (Greens) Bridge Section on FAS 126, on the Linn County side of the bridge.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 14½% for engineering and contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the county's records.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☐ ENGR. ☑ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

fas 126, Linn Co

LINN COUNTY
ENGINEERING DEPARTMENT
3010 Industrial Way
ALBANY, OREGON 97321

LETTER OF TRANSMITTAL

DATE May 22, 1973

JOB NO.

ATTENTION Mr. Reynoldson

RE: Triparty agreement in connection with the N. Santiam River (Greens) Bridge Section.

TO Oregon State Highway Department
Highway Building
Salem, Oregon 97310

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under Separate Cover via ______ the Following items:

☐ Shop Drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of Letter ☐ Change Order ☒ Agreements

Copies	Date	No.	Description

RECEIVED
COUNTY & CITY SECTION
MAY 24 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

THESE ARE TRANSMITTED as checked below:

☐ For Approval ☐ Approved as Submitted ☐ Resubmit ____ Copies For Approval

☐ For Your Use ☐ Approved as Noted ☐ Submit ____ Copies For Distribution

☒ As Requested ☐ Returned For Corrections ☐ Return ____ Corrected Prints

☐ For Review and Comment ☐ ______

☐ FOR BIDS DUE ______ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS

COPY TO:

SIGNED: Gordon B. Wallace
BMB

If enclosures are not as noted, kindly notify us at once.

MEMO TO FILES
May 21, 1973

Re: Bridge Approaches
N. Santiam River (Greens) Bridge
FAS 126
Linn County

Mr. Ted Kuenzi informed us today that Marion County would construct the approach to this structure on the Marion County side themselves and at their own expense.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: C. O. Fredrickson
F. E. Terpin
R. N. Chase
C. G. Swenson

☑ ENGR. ☑ ASST: ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

5

TRANSACTION NUMBER 5-34

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 5-10-73
BY (Signature) MR. YOUNG'S APRIL 25, 1973 LETTER	
TITLE OFFICE ENGINEER	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1114 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
1114	S-390(5)	0.27*	120,000	76,200	LOCATION: NORTH SANTIAM RIVER (GREENS)BRIDGE SECTION LINN & MARION COUNTIES WORK: DRAIN - GRADE, PAVE (HIGH TYPE) * LENGTH OF WORK EXCLUDING STRUCTURE.

RECEIVED
MAY 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 11 '73
REFER TO Hunter
FOR
Info
Inves
R/D
D/R
Sign
Act
File

5-10-73

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

5-14-73
Copies Young
Hunt

7934

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-10-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 815-830

May 9, 1973

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321

Attn: Mr. Gordon Wallace
Engineer

Gentlemen:

Enclosed are three copies of a triparty agreement in connection with the N. Santiam River (Greens) Bridge Section.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 14½% for engineering and contingencies will be the basis for the county advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and forward three signed copies to Mr. John Anderson, Director of Public Works for Marion County. By copy of this letter we are requesting that Mr. Anderson have the agreement approved and signed by the Board of Commissioners, and return all three signed copies to this office.

After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned to both counties for their respective records.

Req'd Linn County to Return three - will send new one for signat Linn Co. 7/2/73

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

cc: Mr. John Anderson, Marion County

☐ ENGR. ☑ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Salem, Oregon
May 3, 1973

North Santiam River (Greens) Bridge
FAS 126
Linn County

Mr. L. H. Young
Office Engineer
BUILDING

Attention Mr. R. N. Chase

Attached is the revised data for programing the approaches and connections to Greens Bridge with the FHWA.

HR
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:mm

Att.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ [illegible] R ☐ [illegible] L ☐ HPE ☐

ADT 1100 1972 **DHV** 130
[illegible]00 1992 220

SAFETY: ______

MEMO TO R. N. CHASE **Date:** May 3, 1973

FAS 126 , LINN **COUNTY,** North Santiam River (Greens) Bridge **SECTION**

TERMINI: Approximately 2 miles east of the town of Jefferson.

PROPOSED WORK: Grade, drain, base and pave the approach and connection to Greens Bridge on the Linn County side, and pave the approach on the Marion County side.

PROJECT LENGTH: Grade and base 800'; pave 1200'.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	120,000	72,000	24,000	24,000	

EXISTING FACILITIES: The bridge within the limits of this section is being replaced by Project #HS-S-390(4). The existing roadway is oil surfaced with gravel shoulders.

ADJACENT SECTIONS:

EAST END: 20' oil mat with 6' gravel shoulders.

WEST END: 20' oil mat with 6' gravel shoulders.

PROJECT DATA: Grade, drain, base and pave the approach to Greens Bridge on Linn County side; also pave the approach to Greens Bridge on Marion County side. Top width of roadway to be 34', having two 11' travel lanes and 6' shoulders. To be paved full width with AC. Also to be included is a 4' AC footpath on the northerly side. Contractor to install guardrail on both approaches.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards.

SYSTEM ACTION: Completed
PUBLIC HEARING: Held November 20, 1972
UNUSUAL OR COMPLICATED SITUATIONS: Marion County will grade and base the approach to Greens Bridge on Marion County side.

ROUTE DATA: See EHS-S-390(4)

Certification of Hearing - 2/25/72
Park and recreation area affected - No
Relocation assistance - No

Social, economic & environmental effects considered - Yes
Location and design approved - 5/26/72
Clearinghouse approved - 12/28/71
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

COG - 1/12/72
District 4 COG - 1/26/72

HR:mm

FAS 126
Linn/Marion

MEMO TO FILES
May 2, 1973

Re: N. Santiam River (Greens) Bridge Sect.
FAS 126
Linn & Marion Counties

I was informed by Mr. Gordon Wallace, [redacted] Linn County Engineer, that the wishes of the two counties are as follows:

1. On Linn County's side the approach and connections, including the guardrail, are to be done by contract.
2. On Marion County's side, only the leveling course, paving and guardrail are to be included in the contract. Marion County will do the approach grading and place the base rock.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: Gordon Wallace, Linn County
Ted Kuenzi, Marion County
L. H. Young
J. H. Versteeg
C. G. Swenson

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

7934 15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 25, 1973

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT
Program Data Submission
Project S-390(5)

We are submitting program data for one secondary project, Item No. 1114, Project No. S-390(5), "N. Santiam River (Greens) Bridge Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on May 24, 1973.

One copy each of State, District 3 and District 4 Clearinghouse letters of approval dated December 28, 1971, January 12, 1972, and February 2, 1972, respectively, were submitted previously under the preliminary engineering project - - - Project No. EHS-S-390(3).

Information relative to PPM 20-8 and PPM 90-1 was submitted previously under Project EHS-S-390(3) and S-390(4).

Enc.
JG:pr

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-25-73

PROJECT LOCATION *(45 typewriter spaces)* Co.Rd. 2.0 mi. E. of Jefferson, E. 0.36 mi.	**ADT**	PRESENT 1,100	FUTURE 1,900	YEAR 93	REGION 10	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 1114

OSED WORK *(35 typewriter* , H.T. pave	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) S-	NUMBER 390	SEQ. NO. (5)	I. Projects Only POST MI.	DESIG.	

UNDS Secondary	COUNTY NAME Linn & Marion	043	CODE 047
	ROUTE NO. S	FEDERAL-AID 126	STATE Co.Rd.
		U.S.	

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
PE		Co.Rd. 2.0 mile E. of Jefferson, E. 0.36 mile						Gr.,Dr., H.T. pave 2-11' lanes with 6' shldrs. & 4' footpath on S'ly side. Furn. & inst. guardrail.
ROW								(Others to remove & dispose of ext'g. bridge)
CONST (CODE) 6201		"N. Santiam River (Greens) Bridge Sec."	0.27	120,000	76,200	21,900	21,900 (Co.)	ROW-60' min.; Access control-none; Parking restrictions-None.
ED BY		PROJECT TOTALS	0.27*	120,000	76,200	21,900	21,900 (Co.)	

M APPROVAL DATES

REMARKS

*Length of work excluding str.

Additional Data: P.E. Project--Item No. 1085; Project No. EHS-S-390(3)
Str. Project--Item N. 1095; Project No. S-390(4)

(OVER)

USCOMM DUSCOMM-DC 48903-P61

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	

FORM PR-1
(REV. 4-61)

4-25-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19) (20)	Co.Rd. 2.0 mi. E. of Jefferson, E. 0.36 mi. 21 65		1,100	1,900 (69) (70)	93 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	Gr., Dr., H.T. pave 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	S- 14 23	390 7

CARD			
	CLASS OF FEDERAL FUNDS: Secondary	COUNTY NAME: Linn & Marion	043 CODE 047 (14)
	NAME OF URBAN AREA 17-31	ROUTE NO.S FEDERAL-AID: 126 (32)	STATE: Co.Rd. (36) (37) U.S.

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		Co.Rd. 2.0 mile E. of Jefferson, E. 0.36 mile					
5					ROW							
5					CONST (CODE) 6201		"N. Santiam River (Greens) Bridge Sec."	0.27	120,000	76,200	21,900	21,900 (Co.)

CARD	CODE							
1	1	PREPARED BY	PROJECT TOTALS	0.27*	120,000	76,200	21,900	21,900 (Co.)
1	14	PROGRAM APPROVAL DATES			(15) (23)	(24) (32)	REMARKS	

*Length of work
excluding str.

Additional Data: P.E. Project—Item No. 1085; Pro
Str. Project—Item N. 1095; Pro

N. SANTIAM RIVER (GREENS) BRIDGE SECTION

PROJECT NO. S-390(5)

Remarks: continued

Project Data: The work, on improved (new) alignment, consists of grade, drain, and high-type pave two 11-foot lanes with 6-foot paved shoulders and a 4-foot asphalt concrete footpath on the southerly side. Also included is furnishing and installing guardrail and other incidental work common to this type of project. The bridge which lies within the limits of this project was constructed under Project S-390(4).

NOTE: (1) Marion Co. forces will grade, drain and place base rock on the Marion Co. portion of the project.
(2) The old existing bridge to be removed by others.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for Form PR-37:

Linn County - - - - - - - -	Est. Cost	$ 99,000
Marion County - - - - - - -	Est. Cost	21,000

522-1043
fas 126
Linn
Marion

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 23, 1973

TO Frank Hall, LOCATION ENGINEER

FROM Gerald W. Wimer, REGIONAL CONSTRUCTION ENGINEER

SUBJECT Greens Bridge Section
Linn & Marion FAS 126

The grading plans should be revised to specify class "C" mix on both the asphaltic concrete base and wearing coarses. Ample time should be allowed to construct the new fills and surface it after the anticipated November 2, 1973 completion date for the new structure. This would not preclude the grading contractor securing the permission and cooperation of the structure contractor and completing most of the grading project prior to that date. ✓

Linn County Engineer Gordon Wallace has done some leg work about acquiring a borrow source. See the attached April 17th resume and 20 pages of attachments covering State division of lands, applications, and permits on behalf of Linn County.

Actually, the proposed sources have not been acquired by Linn County. They also do not have a zoning variance. Because of this they should neither be made mandatory nor optional to any greater degree than these attached State division of lands permits.

GWW/sr

cc: Gordon Wallace (Linn County Engineer)
H. S. Cox ✓
Dick Nelson

RECEIVED
COUNTY & CITY SECTION
APR 24 1973
☑ ENGR. ☑ COOR. ☑ [illegible] ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

fas 126
Linn

SALEM, OREGON
April 18, 1973

N. Santiam River (Greens) Br. Sect.
FAS 126
Linn County

Mr. L. H. Young
Office Engineering

BUILDING

Attn: Mr. R. N. Chase

Herewith is the data for programing the approach work for this structure with the FHWA.

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

[illegible] deleted programing
[illegible]

☒ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ADT [illegible]100 -1971 DHV 130 -1971
1,900 -1991 220 -1991

SAFETY: ______

MEMO TO R. N. CHASE Date: April 18, 1973

FAS 126 , LINN COUNTY, N. Santiam River (Greens) Bridge SECTION

TERMINI: Construct the approaches to the new bridge over the N. Santiam River, which is approximately 2 miles east of the town of Jefferson.

PROPOSED WORK: Construct the approaches and connections to the Greens Bridge.

PROJECT LENGTH: Approx. 1,200 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	150,000	90,000	30,000	30,000	

EXISTING FACILITIES: The bridge within the limits of this section is being replaced by project ##HS-S-390(4). The existing roadway is oil surfaced with gravel shoulders.

ADJACENT SECTIONS:
NORTH/EAST END:
20' oil mat with 6' gravel shoulders
SOUTH/WEST END:

PROJECT DATA: Construct the approaches and connections for the Greens Bridge which is now being constructed by the project designated by EHS-S-390(4). Roadway on the approaches to be 34' in width having two 11' travel lanes and 6' shoulders. Also included is a 4' footpath on the northerly side. The full top width is to be paved with AC. Guardrail is to be installed by contractor. Contractor is to remove and dispose of the existing bridge.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards

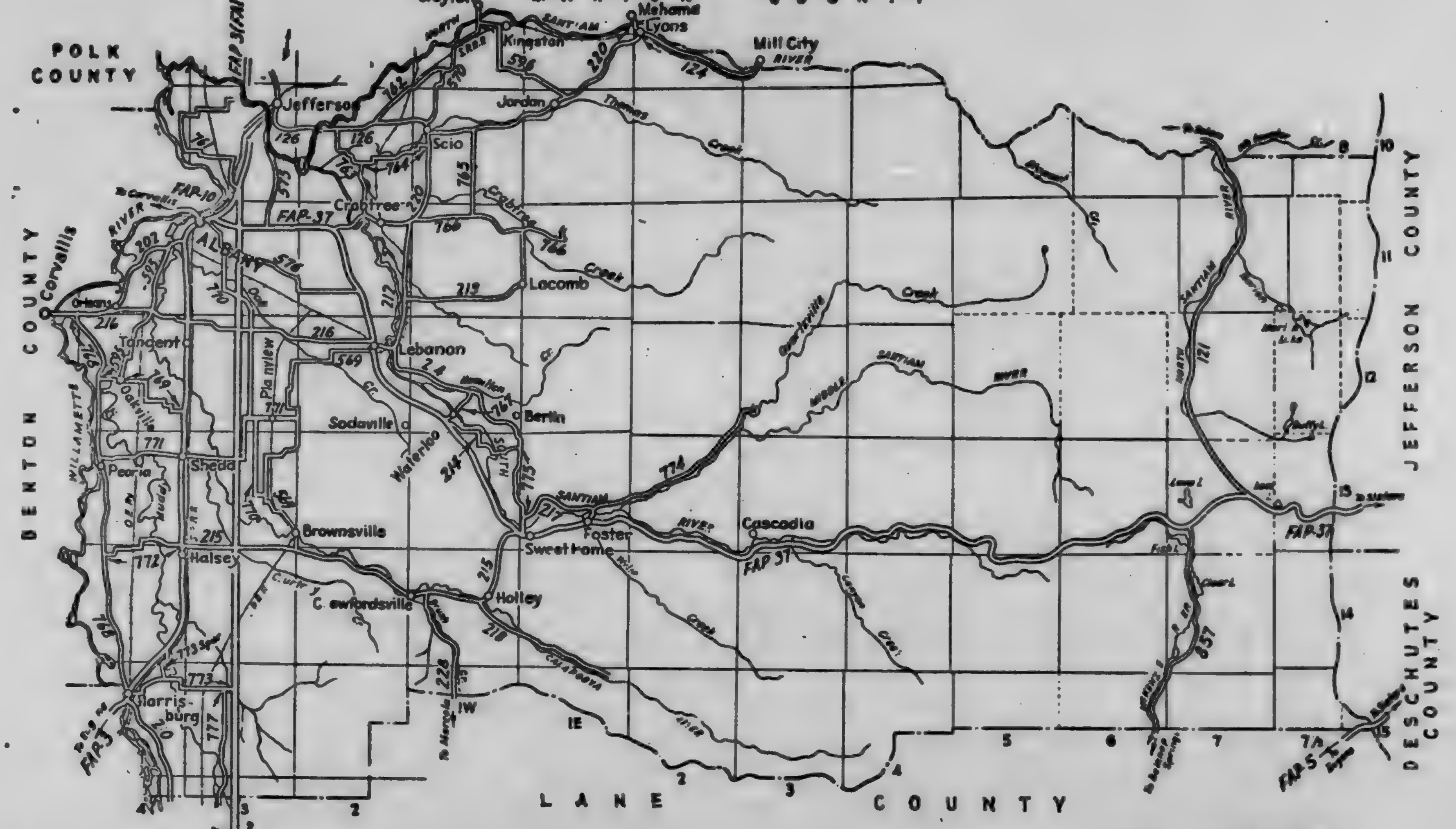
SYSTEM ACTION: Completed
PUBLIC HEARING: Held November 20, 1972
UNUSUAL OR COMPLICATED SITUATIONS:

Void - Superseded 5/8/73

ROUTE DATA: See EHS-S-390(4)

Certification of Hearing - 2/25/72
Park and recreation area affected - No
Relocation assistance - No

Social, economic & environmental effects considered - Yes
Location and design approved - May 26, 1972
Clearinghouse approved - 12/28/71
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
COG - 1/12/72
Dist. 4 COG - 1/26/72


MARION COUNTY
POLK COUNTY
BENTON COUNTY
JEFFERSON COUNTY
DESCHUTES COUNTY
LANE COUNTY
Corvallis
Albany
Jefferson
Scio
Crabtree
Lacomb
Lebanon
Berlin
Sodaville
Waterloo
Tangent
Oakville
Peoria
Shedd
Plainview
Halsey
Brownsville
Crawfordsville
Holley
Sweet Home
Foster
Cascadia
Harrisburg
Kingston
Jordan
Stayton
Mehama
Lyons
Mill City
FAP 3(FAI 1)
FAP-10
FAP-37
FAP 37
FAI-1
To Eugene
FAP 3
FAS 5
North Santiam River
Willamette River
Santiam River
Middle Santiam River
Thomas Creek
Crabtree Creek
Calapooya River
Quartzville Creek
215
216
217
212
569
576
595
202
126
762
764
765
766
713
771
772
773
777
774
220
124
121
857
228
218
214
24

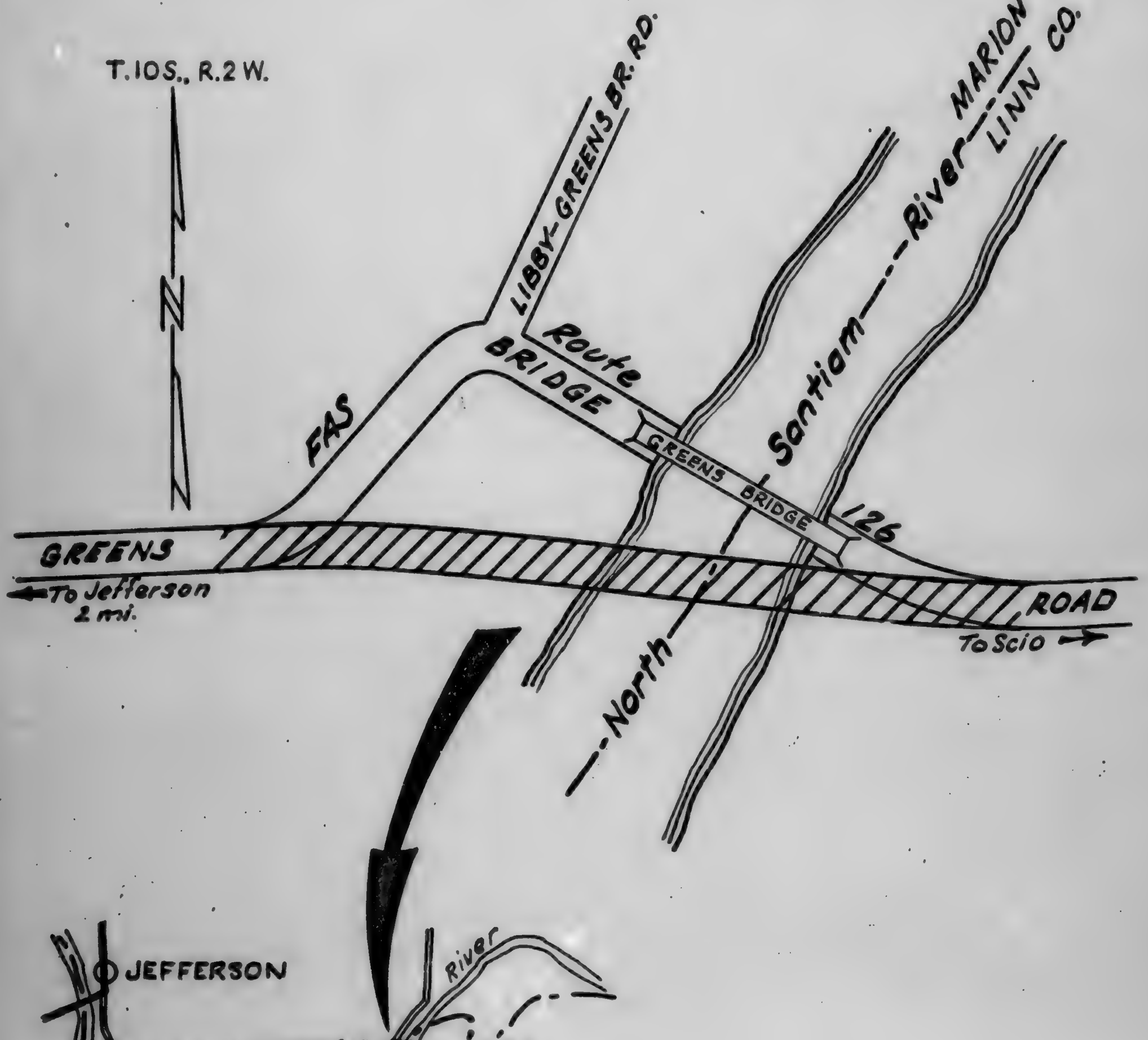
LINN COUNTY

FAS SYSTEM

Scale 0 2 4 Mi. May 1961

'LEGEND'

- ═ FA Primary Highway
- ━ FAS Highway on State Primary Highway
- ━ FAS Highway on State Secondary Highway
- — FAS Highway on County Road


T. 10S., R. 2W.
N
LIBBY-GREENS BR. RD.
FAS
BRIDGE
Route
126
GREENS BRIDGE
GREENS
ROAD
← To Jefferson 2 mi.
To Scio →
North Santiam River
MARION CO.
LINN CO.
JEFFERSON
GREENS BRIDGE RD.
River
North Santiam
Marion Co
Linn Co.

N. SANTIAM RIV. (GREENS BR.) SECT.

GREENS BRIDGE RD.
Linn County

522-1043
FAS 126
Linn Co.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE March 2, 1973

TO Frank E. Terpin, FINAL DESIGN ENGINEER

FROM ORIGINAL SIGNED BY GERALD WIMER
Gerald W. Wimer, REGIONAL CONSTRUCTION ENGINEER

SUBJECT Preliminary Plans Review
Greens Bridge Section
Linn County
FAS 126

The preliminary grading plans have been reviewed by Resident Engineer, Richard E. Nelson. He asked for you to include a stage construction plan. Otherwise, he believes the plans are adequate. See his attached February 27th letter.

My personal review leads to the question of why 6' shoulders. Our standards do not include such a width. ✓

If it wasn't for the standards, I wouldn't personally see any objection to such a shoulder width.

GWW/sr

cc: H. S. Cox ✓
Richard E. Nelson

RECEIVED
COUNTY & CITY SECTION
MAR 5 - 1973
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

fas 126
Linn/Marion

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 26, 1972

Mr. Arlen R. White
Assistant Ombudsman
Office of the Governor
207 State Capitol
Salem, OR 97310

RECEIVED
COUNTY & CITY SECTION
OCT 26 1972
☐ ENGR. ☑ COOR. ☑ JE ☑ I.E ☑ UE
☑ UPE ☑ DE ☒ RE ☑ RPE ☐

Dear Mr. White:

The following has been prepared in response to complaints made by Mrs. Shirley Malone and Mrs. Roy Tilley of Jefferson.

One of their major complaints was that the hearing process was inadequate on the Greens Bridge crossing of the Santiam River. I am enclosing for your information a copy of the official transcript of the hearing. Please note that both Mr. Tilley and Mr. Malone testified.

An investigation was made of the methods by which hearings were held and rights-of-way obtained. It is our opinion that in each instance proper methods and procedures were used by the counties.

Marion County had three properties to obtain; all have been purchased and deeds are of record. These include a deed from Roy D. and Gladys E. Tilley.

Linn County had two properties to obtain. Property from Mr. Eisenmann was obtained by deed, and property from the Malones is in the process of being purchased by the resolution method. The Malones have protested so the taking on their property is up for review at the present time.

Since all procedures appear to be in order, it would seem that the complaints are on a personal basis with the respective county and should be resolved at that level.

✓

We understand that the Malones have hired an attorney, so the taking from their property will probably be settled in court. Inasmuch as Mrs. Malone and Mrs. Tilley visited this office, I am writing them direct. Copies of those letters are enclosed.

Very truly yours,

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Deputy State Highway Engineer

HSC:mm ia

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
H. S. Cox

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 25, 1972

Mrs. Shirley Malone
Route 1, Box 323
Jefferson, OR 97352

Dear Mrs. Malone:

As Mr. Edwards advised you at the meeting in his office, an investigation of the hearing and right-of-way procedures followed by Linn and Marion Counties on the Greens Bridge crossing of the Santiam River has been completed.

The investigation indicates that the hearing had been properly advertised and properly conducted and that testimony had been received from Mr. Malone. The right-of-way procedures appear to be adequate even though we are not in a position to state whether or not the amounts offered for property to be acquired are correct.

I am sorry that we cannot be more helpful. It is suggested that you contact your county officials for a course of action in this matter.

Very truly yours,

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Deputy State Highway Engineer

FBK:1a

bc Tom Edwards
R. L. Schroeder
H. S. Cox

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 25, 1972

Mrs. Roy Tilley
Route 1, Box 317
Jefferson, OR 97352

Dear Mrs. Tilley:

As Mr. Edwards advised you at the meeting in his office, an investigation of the hearing and right-of-way procedures followed by Linn and Marion Counties on the Greens Bridge crossing of the Santiam River has been completed.

The investigation indicates that the hearing had been properly advertised and properly conducted and that testimony had been received from Mr. Tilley. The right-of-way procedures appear to be adequate even though we are not in a position to state whether or not the amounts offered for property to be acquired are correct.

I am sorry that we cannot be more helpful. It is suggested that you contact your county officials for a course of action in this matter.

Very truly yours,

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Deputy State Highway Engineer

FBK:la

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
H. S. Cox

MEMO TO FILES, 10/24/72

N. Santiam River (Greens) Bridge
FAS 126, Marion County

Tuesday, October 24, Harold Reynoldson and the writer contacted Ted Kuenzi regarding what action Marion County had taken in obtaining right-of-way for Greens Bridge.

Mr. Kuenzi furnished us xerox copies of data showing that:

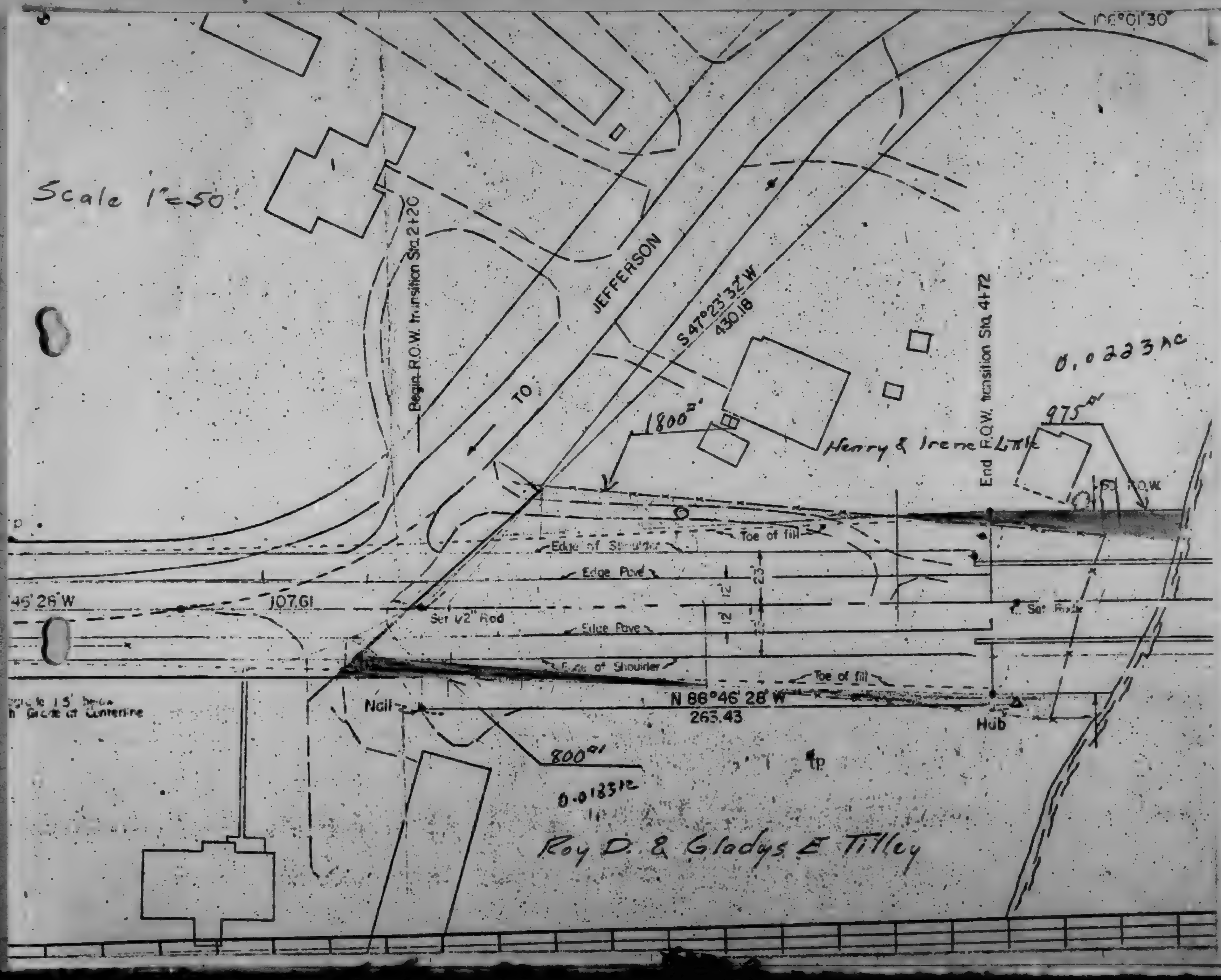
> A warrant for $250.00 was made to Roy D. and Gladys E. Tilley for purchase of 800 sq. ft. of right-of-way; also a copy of memo stating a deed had been received from the Tilleys.
>
> Copy of letter from Ertsgaard to Kuenzi and a copy of Marion County right-of-way map showing areas involved.

Mr. Kuenzi stated that property from Henry and Irene Little had also been purchased. This property was for an area of 975 sq. ft. and the Littles were paid $97.50. In addition, the County re-established a chicken house for them, built approximately 120 ft. of fence, and purchased fifty 4-ft. arbor vitae for screen planting.

H. S. Cox
County and City Engineer

HSC:mm

☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐


Scale 1"=50'
106°01'30"
TO JEFFERSON
Begin R.O.W. transition Sta. 2+20
S 47°23'32" W
430.18
1800 sq'
Henry & Irene Little
End R.O.W. transition Sta. 4+72
975 sq'
0.0223 ac
R.O.W.
Toe of fill
Edge of Shoulder
Edge Pave
12
12
23
23
45'28" W
107.61
Set 1/2" Rod
Set Rod
Edge Pave
Edge of Shoulder
Toe of fill
N 88°46'28" W
263.43
Nail
Hub
tp
grade 1.5' below
Grade at Centerline
800 sq'
0.0183 ac
Roy D. & Gladys E. Tilley

GREEN - BRIDGE

check given to Duane
10/10/72
Jm

[illegible]

MARION COUNTY FUND CLAIM

INVOICE NO.	P.O. NUMBER	DATE	AMOUNT
R/W		9-27-72	$250.00
TOTAL			$250.00

Attached is Warrant in Full Payment of Above Claim

MARION COUNTY WARRANT

Salem, Oregon

96-2
1232

[illegible]

OUT OF FUND NO. 12

DATE 10-09-72

BY ORDER OF THE COUNTY BOARD OF COMMISSIONERS
TO THE COUNTY TREASURER, MARION COUNTY

******250 DOLLARS AND 00 CENTS

AMOUNT
$******250.00

PAY TO THE ORDER OF TILLEY, R D & G E & TRISKA, R

COUNTY CLERK

The First National Bank of Oregon • Salem Branch • Salem

⑆1232⑈0002⑆ 0 65064 1⑈

MARION COUNTY
BOARD OF COUNTY COMMISSIONERS
COURTHOUSE • SALEM, OREGON 97301 • PHONE 364-4401 EXT. 21

Greens Bridge

TO John A. Anderson
Director of Public Works

DATE September 21, 1972

A signed deed has now been received from Mr. & Mrs. Roy D. Tilley. This is in connection with acquiring additional right of way for the improvement of a portion of Market Road No. 1 near the Santiam River.

Please make check for $250.00 payable to ROY D. TILLEY, GLADYS E. TILLEY and RICHARD E. TRISKA, their attorney. Please deliver check to my office for transmittal.

BY Duane R. Ertsgaard

DATE

John A. Anderson

SIGNED

Form N-873P The Drawing Board, Inc., Box [illegible], Dallas, Texas

RECIPIENT KEEP THIS COPY, RETURN WHITE COPY TO SENDER

MEMO TO FILES, 10/24/72

N. Santiam River (Greens) Bridge
FAS 126, Linn County

Tuesday, October 24, Harold Reynoldson and the writer met with Dick Dalke to determine the procedures Linn County had used in obtaining right-of-way for the Greens Bridge.

Mr. Dalke gave us a copy of deed for property obtained from Dale and Lillian Eisenmann in the amount of $200.00. An additional $60.00 was given the Eisenmanns for an easement for use by the contractor during the bridge construction.

The Malone property is being obtained by the resolution method. The County Appraisers set a total taking price on the Malone property of $1,275.00. A warrant in this amount is being held pending settlement by the involved parties. A private appraiser, Mr. Lynn M. Long, was hired by the County to appraise the Malone property and he suggested $1,225.00.

The Malones have petitioned for a Writ of Review; the County has filed a Motion to Quash. If a review is held, it could be the early part of November.

The above is fully documented by xerox copies and also a map is included showing the takings. The areas colored in yellow are County taking and those areas colored in green are possible abandonment areas.

H. S. Cox
County and City Engineer

HSC:mm

OCT 25 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

LESTER MALONE and
MALONE, husband and wife,

Petitioners,

vs.

FLOYD MULLINS, EUGENE
RICHARDSON and BURL INGRAM, LINN
COUNTY COMMISSIONERS & LINN
COUNTY, Respondents.

No.

PETITION FOR WRIT OF REVIEW

Petitioners allege:

I.

The Board of County Commissioners of Linn County is duly organized and exists under the laws of the State of Oregon; respondents, Floyd Mullins, Eugene Richardson and Burl Ingram were at all times herein duly appointed and acting members of the Board;

II.

Chapter 368 of the Oregon Revised Statutes (368.470) provides authority and jurisdiction for the Board of County Commissioners to acquire property by resolution in declaring its intention to locate and establish, alter, widen, straighten or change the direction of any road;

III.

Section 368.470(4) of the Oregon Revised Statutes requires the County Commissioners to hear any objections or remonstrances and they may for good and sufficient reasons, overrule and deny the same;

IV.

The Board of Commissioners may under ORS 368.470(7) appoint a Board of Road Viewers whose duty is to determine and assess damages;

V.

The Board of Road Viewers is required under ORS 368.480(3) to report its recommendations in favor of or against the

SEP 20 3 57 PM '72
DEL W. RILEY, CLERK
BY
DEPUTY

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF LINN

LESTER MALONE and SHIRLEY MALONE, husband and wife, Petitioners, vs. FLOYD MULLINS, EUGENE RICHARDSON and BURL INGRAM, LINN COUNTY COMMISSIONERS & LINN COUNTY, Respondents.	No. PETITION FOR WRIT OF REVIEW

Petitioners allege:

I.

The Board of County Commissioners of Linn County is duly organized and exists under the laws of the State of Oregon; respondents, Floyd Mullins, Eugene Richardson and Burl Ingram were at all times herein duly appointed and acting members of the Board;

II.

Chapter 368 of the Oregon Revised Statutes (368.470) provides authority and jurisdiction for the Board of County Commissioners to acquire property by resolution in declaring its intention to locate and establish, alter, widen, straighten or change the direction of any road;

III.

Section 368.470(4) of the Oregon Revised Statutes requires the County Commissioners to hear any objections or remonstrances and they may for good and sufficient reasons, overrule and deny the same;

IV.

The Board of Commissioners may under ORS 368.470(7) appoint a Board of Road Viewers whose duty is to determine and assess damages;

V.

The Board of Road Viewers is required under ORS 368.480(3) to report its recommendations in favor of or against the

VI.

The Board of County Commissioners under ORS 368.495 are required to adopt the report of the Board of Road Viewers if they find the road to be of public utility and that the amount of the damages assessed is just and equitable and the report of the Viewers is favorable thereto.

VII.

The Board of County Commissioners of Linn County, by resolution dated the 3rd day of May, 1972, entitled "IN THE MATTER OF RELOCATING A PORTION OF MARKET ROAD NO. 4, INCLUDING GREEN'S BRIDGE", declared that certain real property described in said resolution would be relocated and improved. A copy of said resolution is attached hereto as Exhibit "A", and made a part hereof by reference.

VIII.

Thereafter, the Board of County Commissioners of Linn County, set about the project of taking the petitioners' land without jurisdiction to do so, and without complying with the statutory requirements of the State of Oregon, Chapter 368, County Rules, Oregon Revised Statutes, in the following regards:

1. The description set forth in the resolution does not describe the land to be taken from the petitioners according to records of ownership of Linn County, Oregon, but describes the land to be taken by measuring from the center line of an existing road, and said description does not describe the land owned by the petitioners; further, the said description does not set forth an area 10 feet in width the length of the petitioners' land along said road, which is owned by the petitioners.

2. The Board of County Commissioners established a Board of Road Viewers which Board failed to state its recommendations in favor of or against the establishment or alteration of the road, and failed to set forth any reasons for the same. A copy of said Road Viewers report is attached hereto as Exhibit "B", and made a part hereof by reference.

establishment or alteration of the road, and set forth the reasons for the same.

VI.

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2. The Board of County Commissioners established a Board of Road Viewers which Board failed to state its recommendations in favor of or against the establishment or alteration of the road, and failed to set forth any reasons for the same. A copy of said Road Viewers report is attached hereto as Exhibit "B", and made a part hereof by reference.

X.

The Board of County Commissioners failed to give good and sufficient reasons for the denying of the objections and remonstrances filed by the petitioners. For the purposes of paragraphs I through X above, a true and correct copy of the Final Order of the County Commissioners dated July 21, 1972, is attached hereto as Exhibit "C", and made a part hereof by reference.

XI.

As a consequence of the above, the Board of County Commissioners of Linn County, Oregon, acted without jurisdiction and therefore the County and its agents are trespassing on the petitioners' land.

XII.

That despite the fact that the respondents herein have acted outside of the law, the agents of the respondents have come upon the land of the petitioners, dug up the same, ruined crops, are driving trucks and other vehicles across the same, and threaten to continue to do so; that the respondents herein and their agents should be enjoined from doing further damage to the petitioners' land, which is of an irreparable nature, and enjoined from going upon the petitioners' land temporarily during the pendency of this suit and permanently thereafter.

XIII.

That the petitioners have no adequate remedy at law.

WHEREFORE, petitioners pray this Court:

1. To review the actions of the Linn County Commissioners and to declare and order that Linn County, Oregon, does not have jurisdiction for improving and relocating a portion of Market Road No. 4 including Green's Bridge, and that the resolutions made and published by the Board of County Commissioners of Linn County are null and void.

2. For an order restraining the Board of County Commissioner of Linn County, and Linn County, Oregon, and its agents, from doing further damage to petitioners' land, and from going upon

IX.

The Board of County Commissioners has failed to adopt the report of the Board of Road Viewers.

X.

The Board of County Commissioners failed to give good and sufficient reasons for the denying of the objections and remonstrances filed by the petitioners. For the purposes of paragraphs I through X above, a true and correct copy of the Final Order of the County Commissioners dated July 21, 1972, is attached hereto as Exhibit "C", and made a part hereof by reference.

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2. For an order restraining the Board of County Commissioner of Linn County, and Linn County, Oregon, and its agents, from

Board of County
Mullins, Eugene Richardson and Burl Ingram, Commissioners, and Linn County, Oregon, and the secretary of the Board of County Commissioners, commanding them and each of them to deliver and return to the above entitled Court forthwith the records and proceedings in the above described cause for review by said Court, namely, "BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR LINN COUNTY, OREGON - IN THE MATTER OF RELOCATING A PORTION OF MARKET ROAD NO. 4, INCLUDING GREEN'S BRIDGE".

Shirley Malone
Shirley Malone

R. H. Renn
R. H. Renn
Attorney for Petitioners

STATE OF OREGON }
County of Linn } ss.

I, Shirley Malone, being first duly sworn upon oath, depose and say that I am a petitioner in the foregoing entitled cause and that this Petition for Writ of Review is true as I verily believe.

Shirley Malone
Shirley Malone

Subscribed and sworn to before me this 20th day of September, 1972.

Martha A. Menz
Notary Public for Oregon
My commission expires: 1-28-74

STATE OF OREGON }
County of Linn } ss.

I, R. H. Renn, being first duly sworn, depose and say that I am attorney for petitioners in the above entitled cause, and the same, during the pendency of this action, and thereafter permanently.

3. Petitioners pray for a Writ of Review directed to the Board of County Commissioners for Linn County, Oregon, Floyd Mullins, Eugene Richardson and Burl Ingram, Commissioners, and Linn County, Oregon, and the secretary of the Board of County Commissioners, commanding them and each of them to deliver and return to the above entitled Court forthwith the records and proceedings in the above described cause for review by said Court, namely, "BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR LINN COUNTY, OREGON - IN THE MATTER OF RELOCATING A PORTION OF MARKET ROAD NO. 4, INCLUDING GREEN'S BRIDGE".

Shirley Malone
Shirley Malone

R. H. Renn
R. H. Renn
Attorney for Petitioners

STATE OF OREGON)
) ss.
County of Linn)

I, Shirley Malone, being first duly sworn upon oath, depose and say that I am a petitioner in the foregoing entitled cause and that this Petition for Writ of Review is true as I verily believe.

Shirley Malone
Shirley Malone

Subscribed and sworn to before me this 20th day of September, 1972.

Martha A. Menz
Notary Public for Oregon
My commission expires: 1-28-74

STATE OF OREGON)
) ss.
County of Linn)

I, R. H. Renn, being first duly sworn, depose and say that I am attorney for petitioners in the above entitled cause, and

R. H. Renn

R. H. Renn

Subscribed and sworn to before me this 20th day of September, 1972.

Martha A. Meng

Notary Public for Oregon
My commission expires: 1-28-74

that the foregoing Petition for Writ of Review is true as I verily believe. I make this verification for Mr. Lester Malone who is out of Linn County at this time.

R. H. Renn

R. H. Renn

Subscribed and sworn to before me this 20th day of September, 1972.

Martha A. Meng

Notary Public for Oregon
My commission expires: 1-28-74

LESTER MALONE and SHIRLEY MALONE, Husband and Wife,

Petitioners,

vs.

FLOYD MULLEN, EUGENE RICHARDSON, and BURL INGRAM, Linn County Commissioners, and LINN COUNTY,

Respondents.

10/17

DEL W. RILEY, Clerk
By
Deputy

MOTION TO QUASH

Case No. 41502

Respondents move the Court for an Order quashing the Writ of Review heretofore issued in this cause for the following reasons:

I.

The petition for the Writ of Review as filed by Petitioners does not state facts sufficient to warrant the issuance of said Writ of Review.

II.

This Court does not have jurisdiction of this matter in that the time allowed by statute within which Petitioners could petition this Court for review of the decision by Respondents had elapsed before Petitioners did in fact file their petition with this Court.

Robert T. Scott
Robert T. Scott
Linn County Deputy District Attorney
Attorney for Respondents

Respondents request oral argument on this motion.

FILED

OCT 13 1972

DEL W. RILEY, Clerk
by
Deputy

10/17

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LINN

LESTER MALONE and SHIRLEY MALONE,
Husband and Wife,
Petitioners,

vs.

FLOYD MULLEN, EUGENE RICHARDSON, and BURL INGRAM, Linn County Commissioners, and LINN COUNTY,
Respondents.

MOTION TO QUASH

Case No. 41502

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I.

The petition for the Writ of Review as filed by Petitioners does not state facts sufficient to warrant the issuance of said Writ of Review.

II.

This Court does not have jurisdiction of this matter in that the time allowed by statute within which Petitioners could petition this Court for review of the decision by Respondents had elapsed before Petitioners did in fact file their petition with this Court.

Robert T. Scott
Robert T. Scott
Linn County Deputy District Attorney
Attorney for Respondents

Respondents request oral argument on this motion.

Right-of-way for Green's Bridge plus construction easement	$260.00
TOTAL	$260.00

WARRANT PAYABLE TO	**ACCOUNT CODE**
Dale & Lillian Eisemann	2-5050-01
Route 1, Box 352	
Jefferson, Oregon	

4-27,-72

DATE **SIGNATURE**

LINN COUNTY CLAIM BLANK

Right-of-way for Green's Bridge plus construction easement	$260.00
TOTAL	$260.00

WARRANT PAYABLE TO	**ACCOUNT CODE**
Dale & Lillian Eisemann	2-5050-01
Route 1, Box 352	
Jefferson, Oregon	

4-27,-72

DATE

SIGNATURE

do hereby grant, bargain, sell and convey unto said Lin County, Oregon

their *heirs and assigns, all the following real property, with the tenements, hereditaments and appurtenances situated in the County of* Linn *and State of Oregon, bounded and described as follows, to-wit:*

The portion of the property in Lot 1, Sec. 18, Township 10 South, Range 2 West of the Willamette Meridian as recorded in Book 184, Page 833, of Linn County Deed Records, which lies within the below described portion of Market Road No. 4, For Roadway purposes.

Beginning at a point on the centerline of Linn County Market Road No. 4, Which point is North 89°44'32" East 172.15 feet from the Section corner common to Sections 7, 8, 17, and 18, and in Township 10 South, Range 2 West, Willamette Meridian, Linn County, Oregon said point being Engineer's centerline stationing 20 + 29.36, thence South 89°44'32" West 172.15 feet to the said section corner; thence South 89°44'32" West 820.71 feet to an angle point at Engineer's Station 10 + 36.50; thence North 89°04'03" West 350 feet, more or less, to center of the North Santiam River which point is the Linn County and Marion County boundary, which point is also Engineer's Centerline Stationing 6 + 86.50 and there terminating. Excepting therefrom the rights and interests of the State and Federal Government in and to the North Santiam River.

A right-of-way of varying widths as follows:

	North	South
Sta. 20 + 29.36 to Sta. 16 + 00	30'	30'
Varying from 16 + 00 - 10 + 36.50	30' - 47.39'	30' - 47.39'
Varying from 10 + 36.50 - 9 + 52	47.39 - 50'	47.39 - 50'
9 + 52 to Linn County Boundary	50'	50'

Linn County will vacate all unused roadway which lies outside of the above described portion of Market Road #4.

To Have and to Hold, the above described and granted premises unto the said Linn County, Oregon

their *heirs and assigns forever.*

And Dale Eisenmann and Lillian Eisenmann

above named do covenant to and with the above named grantee , their the grantor *heirs and assigns that* they *lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances,*

and that they *will and* their *heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever,*

Witness hand and seal this 2nd *day of* May *, 19*72.

Executed in the Presence of

Dale Eisenmann (SEAL)

Lillian Eisenmann (SEAL)

Vivian E. Province
Notary Public
My Commission expires
4-13-75

(SEAL)

(SEAL)

KNOW ALL MEN BY THESE PRESENTS, That Dale Eisenmann and Lillian Eisenmann,

in consideration of Two Hundred and no/100 ($200.00)---------------------------- *Dollars,*

to them *paid by* Linn County, Oregon

do hereby grant, bargain, sell and convey unto said Linn County, Oregon

their *heirs and assigns, all the following real property, with the tenements, hereditaments and appurtenances situated in the County of* Linn *and State of Oregon, bounded and described as follows, to-wit:*

The portion of the property in Lot 1, Sec. 18, Township 10 South, Range 2 West of the Willamette Meridian as recorded in Book 184, Page 833, of Linn County Deed Records, which lies within the below described portion of Market Road No. 4, For Roadway purposes.

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9 + 52 to Linn County Boundary	50'	50'

Linn County will vacate all unused roadway which lies outside of the above described portion of Market Road #4.

To Have and to Hold, the above described and granted premises unto the said Linn County, Oregon

their *heirs and assigns forever.*

And Dale Eisenmann and Lillian Eisenmann *the grantor above named do covenant to and with the above named grantee*, their *heirs and assigns that* they *lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances,*

and that they *will and* their *heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever,*

Witness *hand and seal this* 2nd *day of* May *, 19*72.

before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Dale Eisenmann & Lillian Eisenmann, Husband & Wife

known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Vivian E. Province

Notary Public for Oregon.

My Commission expires 4-13-75

343970 4 ⁰⁰

8:30

L.C

COMPARED

WARRANTY DEED

(FORM No. 703)

TO

STATE OF OREGON,
County of Linn } ss.

I certify that the within instrument was received for record on the 4 day of May, 1972, at 8:30 o'clock A.M., and recorded in book M F 38 on page 537, Record of Deeds of said County.

Witness my hand and seal of County affixed.

Del W. Riley
County Clerk—[illegible]
By Ceil Crawford
Deputy.

STEVENS-NESS LAW PUB. CO., PORTLAND

Engineer's Office

STATE OF OREGON,

County of Linn } ss.

BE IT REMEMBERED, That on this 2nd day of May, 1972, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Dale Eisenmann & Lillian Eisenmann, Husband & Wife

known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Vivian E. Province
Notary Public for Oregon.

My Commission expires 4-13-75

343970 L.C. COMPARED

8:30

WARRANTY DEED

(FORM No. 741)

TO

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County of Linn } ss.

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Witness my hand and seal of County affixed.

Del W. Riley
County Clerk—~~Recorder~~

By Ceil Campbell Deputy.

STEVENS-NESS LAW PUB. CO., PORTLAND

Engineer's Office

LYNN M. LONG, S.R.A.

REALTOR-APPRAISER -:- 1217 SHERWOOD PL. -:- PHONE 926-3701 -:- ALBANY, OREGON 97321

COPY
Original sent to
Orris Carnegie

June 5, 1972

Mr. Gordon B. Wallace
Assistant County Engineer
Linn County
Albany, Oregon 97321

Dear Mr. Wallace:

Re: Appraisal of R/W
Taking, Lester Malone
Property, Rte. 1, Box
323, Jefferson, Ore.

In accordance with your request, I have made an appraisal of the Market Value of the property to be taken and have estimated the damages to the remaining property, as a result of the taking. The property is commonly known as the Lester M. Malone farm and is described in detail on the attached map, which was furnished by your office.

The purpose of this appraisal is to estimate the Market Value of land to be acquired for the purpose of relocating the approach to the Greens Bridge and further estimating any damage that may result to the remaining property as the result of this taking.

All normal recognized approaches to value have been considered in arriving at the conclusions in this appraisal. It has been concluded that the Market Data and the Cost approaches are the most reliable and applicable in this case.

The land appraised consists of 0.42 acres of good quality agricultural soil and wood lot and 0.03 acres of improved homesite. The agricultural land is presently in mint crop. The homesite parcel to be acquired is landscaped, has concrete curb and sidewalk in place. Other than rearrangement of a portion of the sidewalk and the moving of the yard light, no damage to the remaining property was evident.

LYNN M. LONG, S.R.A.

REALTOR-APPRAISER -:- 1217 SHERWOOD PL. -:- PHONE 926-3701 -:- ALBANY, OREGON 97321

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COST DATA:

Land:		
0.42 acres agricultural land & Wood Lot		$ 420.00
0.03 acres Homesite		90.00
Improvements:		
275 Sq.Ft. Mature Lawn @ .12¢		33.00
145 lin. ft. 18"x 6" Concrete curb	$1.50	217.50
150 Sq.Ft. Sidewalk @ .80¢		120.00
Relocate Yard Light		25.00
Replace Driveway approach		25.00
32 Junipers (shrubs) @5.00		160.00
15 Roses (½" to 1" stock @ 6.00		90.00
2 Mugo Pine shrubs @ 5.00		10.00
2 Azaleas @ 4.00		8.00
1 Jew Cherry		4.00
1 Jap Split Leaf Maple		12.00
Total Value of the taking and Damages resulting from the taking		$1,214,50 or $1,225.00

I certify that I have personally inspected the property described and that I have no present of contemplated future interest in the property appraised or in the result of this appraisal.

It is my opinion, as of June 5, 1972, that the Market Value of Subject Property and the damages r resulting from the taking of the Subject Property is:

ONE THOUSAND TWO HUNDRED TWENTY FIVE DOLLARS
($1,225.00)

Respectfully submitted,

Lynn H. Long, S.R.A.

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0.42 acres agricultural land & Wood Lot		$ 420.00
0.03 acres Homesite		90.00
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Respectfully submitted,

Lynn M. Long, S.R.A.

IN THE MATTER OF RELOCATING)
A PORTION OF MARKET ROAD)
NO. 4 INCLUDING GREENS BRIDGE)

ORDER

WHEREAS, on the 7th day of June, 1972, at the hour of 10:00 A.M. of said day, the above matter came on regularly for hearing by the Board of Commissioners, Linn County Courthouse, Albany, Oregon, and the Board having heretofore, to-wit: by Resolution adopted on the 3rd day of May, 1972, at a regular term of said Board, duly declared its intention to relocate a portion of Market Road No. 4, including Greens Bridge, in accordance with said Resolution, and the Board having also at the time of adopting and entering said Resolution, duly directed that notice thereof be given by Orris Carnegie, Linn County Surveyor, and

IT APPEARING from the affidavit of Orris Carnegie, Linn County Surveyor, on file herein, that notice of said Resolution was duly and regularly given by posting, more than thirty (30) days prior to June 7, 1972, in the manner prescribed by law, by posting true copies of said Resolution, duly and properly certified as such by the County Clerk of Linn County, Oregon, and

IT FURTHER APPEARING from the affidavit of Richard Dalke, Linn County Roadmaster, on file herein, that notice of said Resolution was duly and regularly given by mailing a notice as set forth as part of said affidavit, together with copy of said Resolution, to each record owner of land on or over the proposed road or portions thereof, to be laid out, relocated or changed, with postage prepaid thereon to the last known post office address of said owner, or to the address given on the latest tax roll in the office of the Linn County Tax Collector, said record owner being particularly named by Exhibit B to said affidavit, and

IT FURTHER APPEARING that heretofore the Linn County Roadmaster has examined, laid out and surveyed said road, and

IT FURTHER APPEARING that Orris Carnegie, Linn County Surveyor,

FILED
JUL 21 4 28 PM '72
DEL M[illegible] CLERK
BY
DEPUTY

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR LINN COUNTY, OREGON

IN THE MATTER OF RELOCATING)
A PORTION OF MARKET ROAD) ORDER
NO. 4 INCLUDING GREENS BRIDGE)

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IT FURTHER APPEARING from the affidavit of Richard Dalke, Linn County Roadmaster, on file herein, that notice of said Resolution was duly and regularly given by mailing a notice as set forth as part of said affidavit, together with copy of said Resolution, to each record owner of land on or over the proposed road or portions thereof, to be laid out, relocated or changed, with postage prepaid thereon to the last known post office address of said owner, or to the address given on the latest tax roll in the office of the Linn County Tax Collector, said record owner being particularly named by Exhibit B to said affidavit, and

IT FURTHER APPEARING that heretofore the Linn County Roadmaster has examined, laid out and surveyed said road, and

IT FURTHER APPEARING that Orris Carnegie, Linn County Surveyor, and Justin Ransom and John Sheppard, two duly qualified and disinterested freeholders of Linn County, State of Oregon, were duly appointed a Board of County Road Viewers, to determine and assess the damage to property, taking into consideration the special benefits by said road as laid out and surveyed; and

IT FURTHER APPEARING that said Board of County Road Viewers did meet on the 26th day of June, 1972, for the above described purpose and did file its report on the 27th day of June, 1972, which report was publicly read at the Board of County Commissioners meetings on the 27th day of June, 1972, and the 19th day of July, 1972, notice having been previously given as required by law, and

IT FURTHER APPEARING that a petition for damages was filed prior to the expiration of the day on which the report of the Board of Road Viewers was publicly read the second time, and this Board, on the 19th day of July, 1972, did conduct a hearing regarding the claim represented by such petition on the 20th day of July, proceed to consider such petition to determine whether to allow or reject said petition for damages and did thereupon reject the said petition for damages by Lester M. Malone and Shirley Malone, and did amend and adopt the report of the Board of Road Viewers and did continue for the purpose of considering a claim of any other petitioner until July 21, 1972, and

IT FURTHER APPEARING that no other petitions were filed before the expiration day of July 20, 1972, and

IT FURTHER APPEARING that the immediate opening of the below described road is of great public necessity,

NOW, THEREFORE, IT IS HEREBY ORDERED that the following described property, to-wit:

> Beginning at a point on the centerline of Linn County Market Road No. 4, which point is North 89° 44' 32" East 172.15 feet from the Section corner common to Sections 7, 8, 17 and 18, and in Township 10 South, Range 2 West, Willamette Meridian, Linn County, Oregon, said point

and Justin Ransom and John Sheppard, two duly qualified and disinterested freeholders of Linn County, State of Oregon, were duly appointed a Board of County Road Viewers, to determine and assess the damage to property, taking into consideration the special benefits by said road as laid out and surveyed; and

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A right-of-way of varying widths as follows:

	North	South
Sta. 20+29.36 to Sta. 16+00	30'	30'
Varying from 16+00 - 10+36.50	30'=47.39'	30'-47.39'
Varying from 10+36.50 - 9+52	47.39-50'	47.39-50'
9 + 52 to Linn County Boundary	50'	50'

is hereby established as a County Road to be maintained at county expense and shall hereafter be a public highway, and

IT IS FURTHER ORDERED that pursuant to ORS 368.515, that the immediate opening of that portion of Market Road No. 4 including Greens Bridge, which is the subject of these proceedings, is of great public necessity, and therefore is hereby immediately opened, and

IT IS FURTHER ORDERED that all damages allowed by adoption of the Board of Road Viewers Report shall be paid by the Linn County Treasurer from the General County Road Fund to the persons entitled to except the petitioners Lester M. Malone and Shirley Malone, and

IT IS FURTHER ORDERED that the Linn County Treasurer is hereby directed to set aside and hold sufficient moneys on hand and available for the purpose of paying the full amount of damages and costs in the event that petitioners should appeal and recover a judgment more favorable than the decision of this Board which adopted the Board of Road Viewers report as amended, and

IT IS FURTHER ORDERED that upon final determination of said

being Engineer's centerline stationing 20+29.36, thence South 89° 44' 32" West 172.15 feet to the said section corner; thence South 89° 44' 32" West 820.71 feet to an angle point at Engineer's Station 10+36.50; thence North 89° 04' 03" West 350 feet, more or less, to center of the North Santiam River, which point is the Linn County and Marion County boundary, which point is also Engineer's centerline Stationing 6+86.50 and there terminating.
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IT IS FURTHER ORDERED that the Linn County Treasurer is hereby directed to set aside and hold sufficient moneys on hand and available for the purpose of paying the full amount of damages and costs in the event that petitioners should appeal and recover a judgment more favorable than the decision of this Board which adopted the Board of Road Viewers report as amended, and

IT IS FURTHER ORDERED that upon final determination of said appeals the County Clerk shall draw warrants payable to the petitioners for the full amount of damages determined. In the event the judgment is more favorable than the decision appealed from the amount of the warrant shall include costs incurred in prosecuting the appeal.

DATED this 21st day of July, 1972.

LINN COUNTY, OREGON

By
Chairman

Eugene H. Richardson
Commissioner

Burl Ingram
Commissioner

APPROVED AS TO FORM
Jackson L. Frost
Linn Co. District Attorney

No. 72-157

appeals the County Clerk shall draw warrants payable to the petitioners for the full amount of damages determined. In the event the judgment is more favorable than the decision appealed from the amount of the warrant shall include costs incurred in prosecuting the appeal.

DATED this 21st day of July, 1972.

LINN COUNTY, OREGON

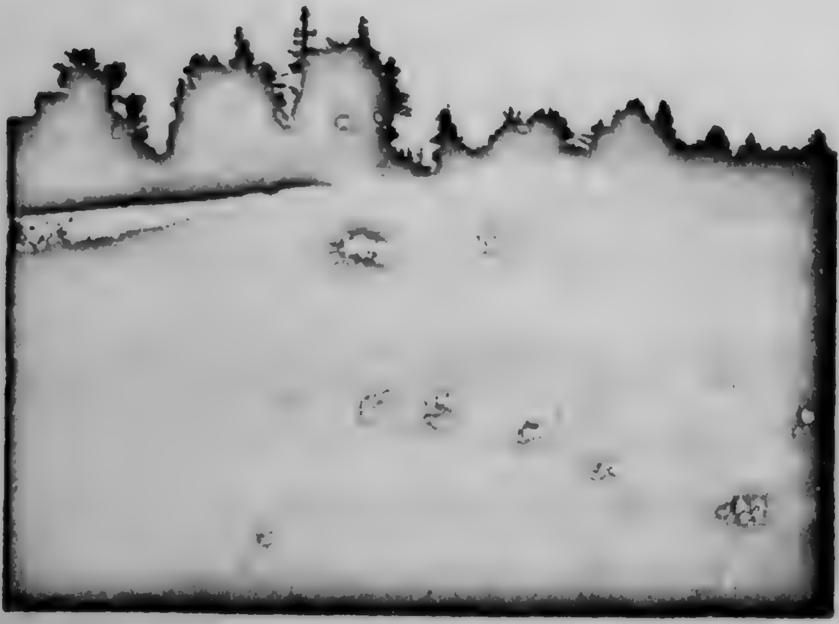
By Floyd C. [illegible]
Chairman

Eugene H. Richardson
Commissioner

Burl Ingram
Commissioner

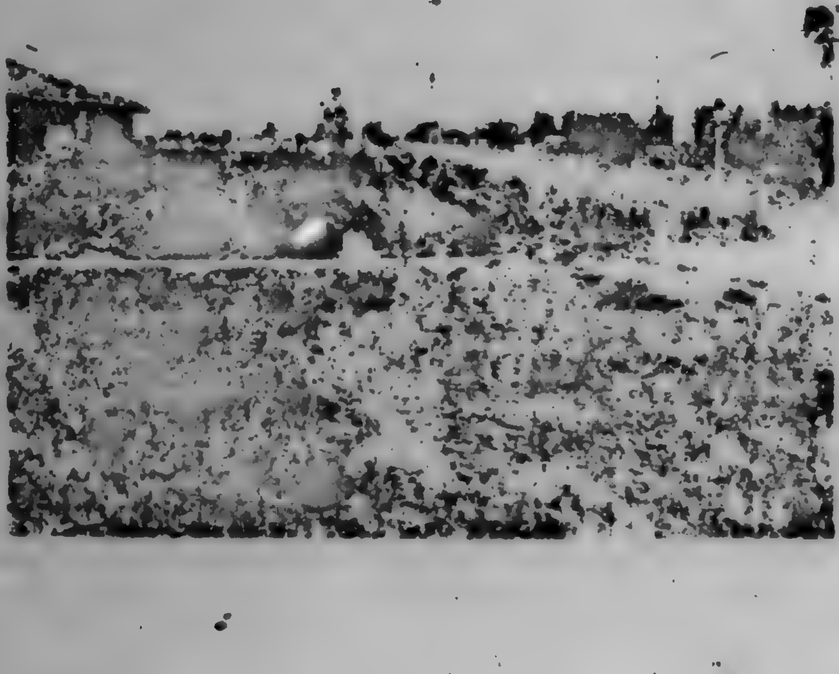
APPROVED AS TO FORM
Jackson L. Frost
Linn Co. District Attorney

No. 72-157

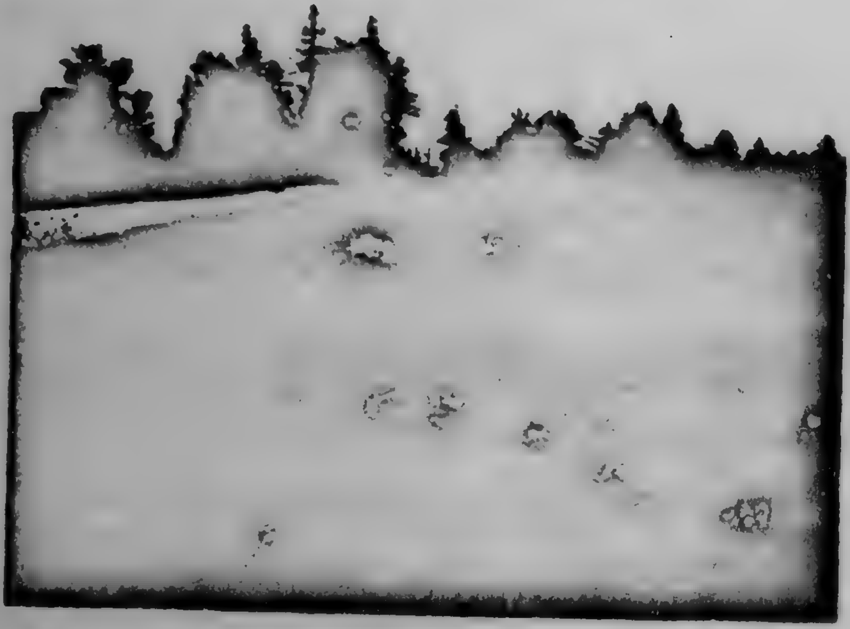


Typical view from driveway
looking west over agricultural
land and wood lot in distance.

View of front of residence
showing sidewalk and Yard light
to be relocated.



Vi[illegible] from driveway [illegible]
[illegible] showing [illegible]
[illegible]



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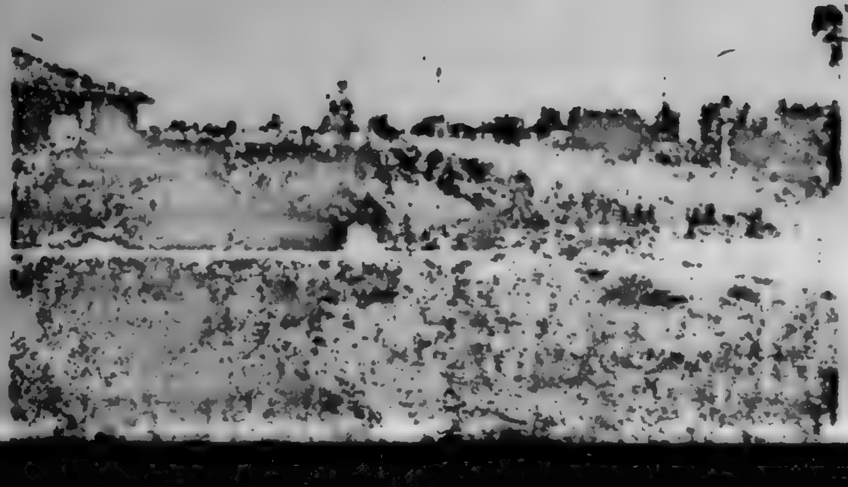

View from driveway [illegible] showing [illegible] [illegible]

SPECIAL MINUTES
OF
THE LINN COUNTY BOARD OF COMMISSIONERS
July 21, 1972, 3:45 P.M.

A special session of the Linn County Board of Commissioners was convened to consider the Green's Bridge Project. Those in attendance were Chairman Floyd Mullen, Commissioners Ingram and Richardson, District Attorney Jackson Frost,and Staff Assistant Jon Levy.

The Board caused a check to be made in the Linn County Clerk's office to determine whether or not any other petitions had been filed against this project. It was therefore determined that the only petition filed was from Lester M. Malone Sr. and Shirley Malone, which was considered by the Board on July 20, 1972.

In view of the fact that no further petitions were filed, Mr. Richardson moved that no other amendments be made to the Board of Viewers Report. Motion passed unanimously.

Mr. Richardson further moved that the Board of Commissioners finds that a great public necessity exists in order that other governmental agencies may coordinate funding necessary to provide for this project, therefore the Board shall sign Order 72-157. Motion passed unanimously.

There being no further business, the Board unanimously agreed to adjourn at 4:15 p.m. this date.

Signed____________________________
Jon Levy, Staff Assistant

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OF
THE LINN COUNTY BOARD OF COMMISSIONERS
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Signed ______________________
Jon Levy, Staff Assistant

In accordance with ORS 368.495, the Linn County Board of Commissioners convened to consider the Board of Viewer's report pertaining to the Green's Bridge Project. Those present were Chairman Floyd Mullen, Commissioner Burl Ingram, County Engineer Richard Dalke and Staff Assistant Jon R. Levy.

The Board considered the remonstrance filed by Lester M. Malone Sr., and Shirley Malone. Points considered and findings are as follows:

Pt #1. That the Board failed to follow proper statuatory procedures, etc.,; the Board of Commissioners does not concur and finds that proper statuatory procedures were followed by the County.

Pt #2. The evaluation of land taken from objectors far exceeds that found by viewers; the Board of Commissioners does not concur and finds that value set by Board of Viewers was fair and equitable.

Pt #3. There was failure to evaluate the loss to a lessee of farm land and all damages for the lessee; the Board of Commissioners does not concur and finds that the Board of Viewers did evaluate and grant sufficient damages.

Pt #4. The Board of Viewers has not taken into consideration damages to the remainder, in particular the losses which will be incurred by the objectors from flood damages caused by changes in the existing roadway and bridges; the Board of Commissioners does not concur with this objection in that it is not the Board of Viewers responsibility and finds that the Engineer does have

SPECIAL MINUTES
OF
THE LINN COUNTY BOARD OF COMMISSIONERS
July 20, 1972

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The Board considered the remonstrance filed by Lester M. Malone Sr., and Shirley Malone. Points considered and findings are as follows:

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Now therefore, the Board denies the petition of the objectors.

However, the Board accepts the Viewer's report as amended herewith: That Lester M. Malone Sr. and Shirley Malone be awarded damages as follows:

Land	$ 422
Homesite	90
Curb	217
Sidewalk	120
Mint Crop	75
* Damages	350
Total Cash	$1,274

* Damages to include 32 shrubs, 15 roses, 2 mugho shrubs, 2 azaleas, 1 cherry and 1 maple.

The County, in addition to paying the $1,274 will blacktop the parking lot area. The County claims no ownership of shrubs or trees, and said shrubs, flowers and trees are to be moved by the owner by April 1, 1973.

Mr. Ingram moved acceptance of the Viewer's report as amended above by unanimous approval of the Board of Commissioners.

Mr. Ingram moved that Lester or Shirley Malone may accept the Board of Viewers report as amended on July 20, 1972 or accept the original Board of Viewers report filed June 28, 1972.

Mr. Ingram moved to adjourn. Motion passed unanimously.

Signed
Jon Levy, Staff Asst.

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Mr. Ingram moved to adjourn. Motion passed unanimously.

Signed
Jon Levy, Staff Asst.

FOR LINN COUNTY, OREGON

JUN 28 11 53 AM '72
DEL W. [illegible] CLERK
BY Ruth Howard
DEPUTY

IN THE MATTER OF RELOCATING A)
PORTION OF MARKET ROAD NO. 4)
INCLUDING GREENS BRIDGE)

REPORT OF

ROAD VIEWERS

Road File - #499

We, ORRIS CARNEGIE, County Surveyor of Linn County, Oregon, JUSTIN RANSOM and JOHN W. SHEPPARD, freeholders of Linn County, Oregon, heretofore on the 21st. day of June, 1972, duly appointed as a Board of Road Viewers, to view that certain proposed road, described in that certain Resolution adopted by the Board of County Commissioners, in the above entitled matter on the 3rd. day of May, 1972, and to determine and assess the damages to adjacent property by the location of said road, as described in said Resolution, report as follows:

That we met on Monday the 26th. day of June, 1972, and after duly qualifying, we proceeded to examine and view said proposed road for the purpose of determining and assessing any damage to property, taking into consideration the special benefits to the public from the establishment of said proposed road. We find and have determined that the proposed road would benefit the public as a whole and have determined damages as follows:

Tax Lot	Name	Total Damages
(1) 10-2W-8-100	Frances Upptad	$ 10.00
(2) 10-2W-8-300	Lester M. Malone, Sr.	$937.00

It is recommended that, in addition ~~to~~ damages paid, Linn County replace the existing concrete curb in front of the Malone residence to fit the new highway design and to blacktop the parking area between the new road surface and said curb.

It is further recommended that Linn County move or replace the existing shrubbery where necessary to facilitate the new construction.

The viewers have been informed that all other property necessary for the new construction has been settled for to the satisfaction of those concerned.

Attached hereto is a plat of the proposed road drawn to a scale of 1"=50'.

Respectfully submitted this 27th day of June, 1972.

Orris A Carnegie
Surveyor

Justin J Ransom
Viewer

John W. Sheppard
Viewer

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR LINN COUNTY, OREGON

FILED

JUN 28 11 53 AM '72

DEL W. [illegible] CLERK

BY ________ DEPUTY

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PORTION OF MARKET ROAD NO. 4)
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Respectfully submitted this 27th day of June, 1972.

DEL W. RILEY, Clerk
By
Deputy

IN THE MATTER OF RELOCATING A)
PORTION OF MARKET ROAD NO. 4)
INCLUDING GREENS BRIDGE)

RESOLUTION

Road File # 499

THIS MATTER coming on regularly before the Linn County Board of Commissioners this 3rd day of May, 1972, for a Resolution declaring its intention to relocate a portion of Market Road No. 4 including Green's Bridge, described as follows:

> Beginning at a point on the centerline of Linn County Market Road No. 4, which point is North 89° 44' 32" East 172.15 feet from the Section corner common to Sections 7, 8, 17 and 18, and in Township 10 South, Range 2 West, Willamette Meridian, Linn County, Oregon, said point being Engineer's centerline stationing 20 + 29.36, thence South 89° 44' 32" West 172.15 feet to the said section corner; thence South 89° 44' 32" West 820.71 feet to an angle point at Engineer's Station 10 + 36.50; thence North 89° 04' 03" West 350 feet, more or less, to center of the North Santiam River, which point is the Linn County and Marion County boundary, which point is also Engineer's centerline Stationing 6 + 86.50 and there terminating. Excepting therefrom the rights and interests of the State and Federal Government in and to the North Santiam River.

A right-of-way of varying widths as follows:

	North	South
Sta. 20+29.36 to Sta. 16+00	30'	30'
Varying from 16+00 - 10+36.50	30' - 47.39'	30' - 47.39'
Varying from 10+36.50 - 9+52	47.39 - 50'	47.39 - 50'
9 + 52 to Linn County Boundary	50'	50'

The above described portion of Market Road No. 4, including Green's Bridge to be relocated and improved, all as set forth on map to be filed with this Resolution as Exhibit "A". Each width is to be computed as a distance in feet on each side of the centerline so described and at Engineering Stations shown in said map,

NOW, THEREFORE, BE IT RESOLVED and ORDERED by the Linn County Board of Commissioners:

1) Pursuant to the authority granted by ORS 368.470, the Linn County Board of Commissioners hereby declares its intention to relocate and improve said portion of Market Road No. 4, including Green's Bridge, as described above.

2) That said proposal for said relocating and improving of said

FILED
MAY 3 1972
DEL W. RILEY, Clerk
By
Deputy

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR LINN COUNTY, OREGON

IN THE MATTER OF RELOCATING A)
PORTION OF MARKET ROAD NO. 4)
INCLUDING GREENS BRIDGE)

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NOW, THEREFORE, BE IT RESOLVED and ORDERED by the Linn County Board of Commissioners:

1) Pursuant to the authority granted by ORS 368.470, the Linn County Board of Commissioners hereby declares its intention to relocate and improve said portion of Market Road No. 4, including Green's Bridge, as

interest.

10:30

3) That June 7th, 1972, at the hour of 10:00 A.M. in the meeting room of the Board of County Commissioners, Linn County Courthouse, Albany, Oregon, be set as the time and place at which the Board will hear objections and remonstrances against the proposed relocating and improving of said portion of Market Road No. 4 including Green's Bridge.

4) That Richard Dalke, Linn County Engineer and Roadmaster, shall give due and legal notice of said hearing by posting certified copies of the Resolution at the place of holding County Board and at three (3) public and conspicuous places in the vicinity of the proposed road to be relocated and improved, and that notice be forwarded by United States mail, postage prepaid, to each record owner of land on or over which the said road is to be laid out, located or changed, at the last known post office address of such owner, and if the address of such owner be unknown to the person mailing such notice, that it be mailed to the address given on the latest tax roll in the office of the Tax Collector of said county; and if the address is unkrown to the person mailing such notice and cannot with reasonable diligence be ascertained and cannot be found in such latest tax roll, then such notice be addressed to such owner at the county seat of said county where the land is situated, to-wit: Albany, Linn County, Oregon.

DATED this 3rd day of May, 1972.

LINN COUNTY, OREGON

By Floyd C. McKellen
Chairman

Eugene L. Richardson
Commissioner

Burl Ingram
Commissioner

APPROVED AS TO FORM
Jackson L. Frost
Linn Co. District Attorney
No. 72-098

5-4-72 I hereby certify the
copy to be a true, full and
correct copy of the original
now on record in my office.
RILEY, Co. Clerk
County Clerk

Deputy

portion of Market Road No. 4 including Green's Bridge is in the public interest.

3) That June 7th, 1972, at the hour of 10:30 10:00 A.M. in the meeting room of the Board of County Commissioners, Linn County Courthouse, Albany, Oregon, be set as the time and place at which the Board will hear objections and remonstrances against the proposed relocating and improving of said portion of Market Road No. 4 including Green's Bridge.

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DATED this 3rd day of May, 1972.

LINN COUNTY, OREGON

By Floyd [illegible]
Chairman

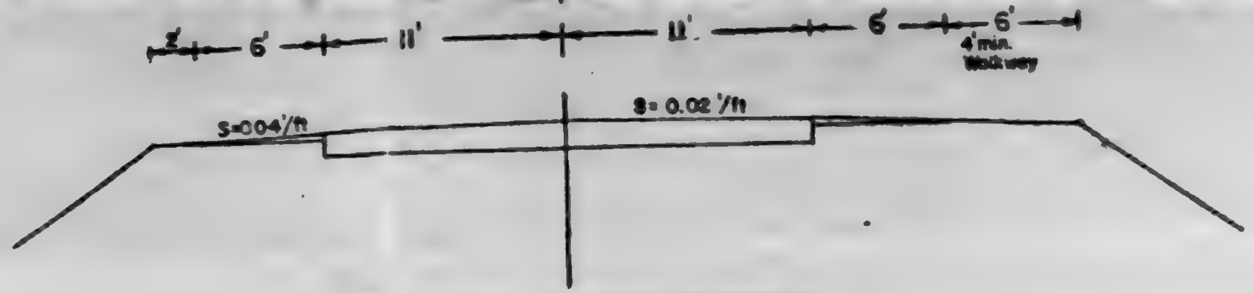
Eugene L. Richardson
Commissioner

Burl Ingram
Commissioner

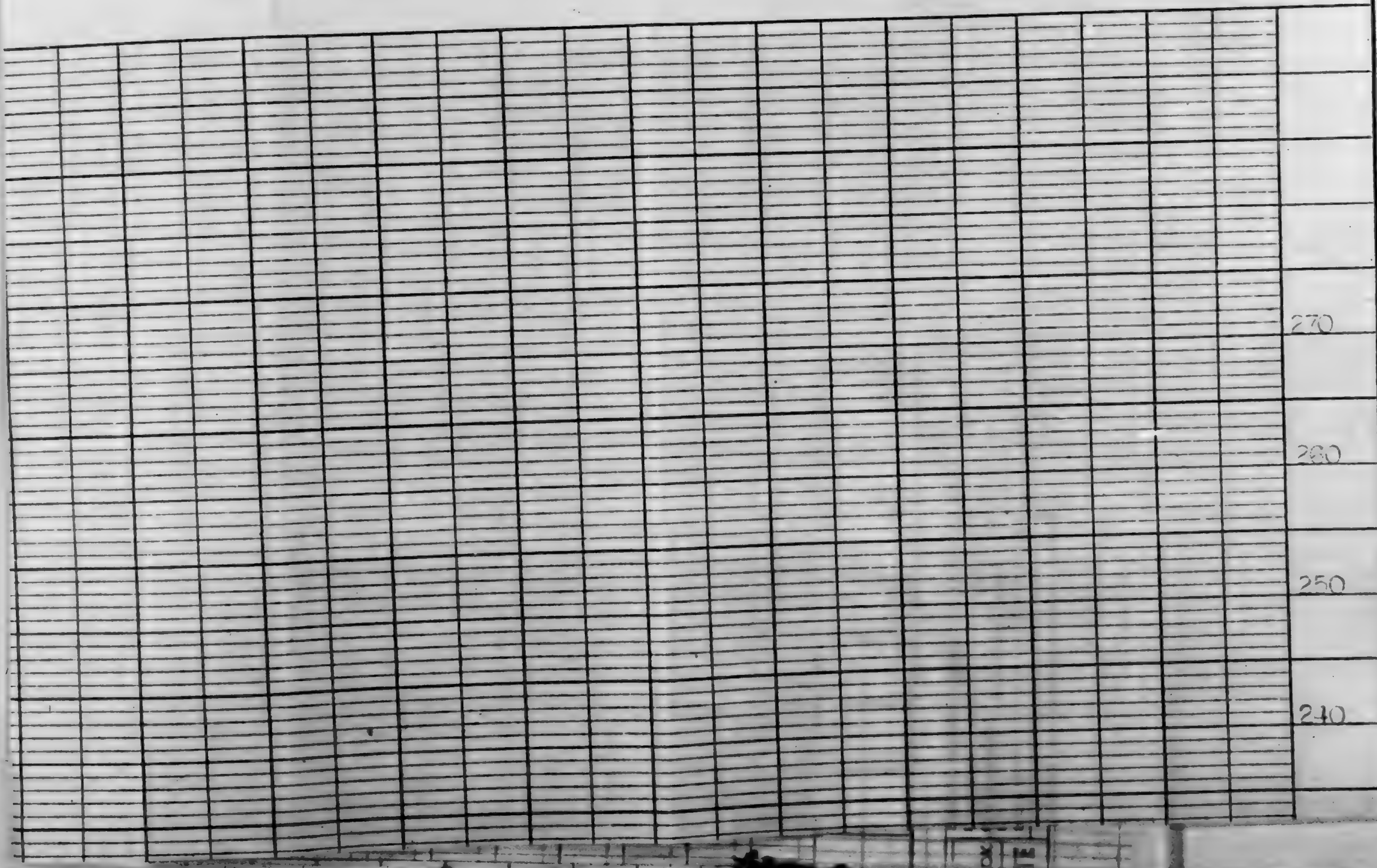
APPROVED AS TO FORM
Jackson L. Frost
Linn Co. District Attorney
No. 72-098

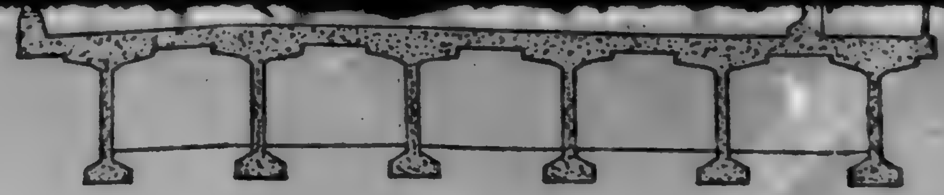
5-4-72 I hereby certify this copy to be a true, full and correct copy of the original now on record in my office.

Cor Store & Rds

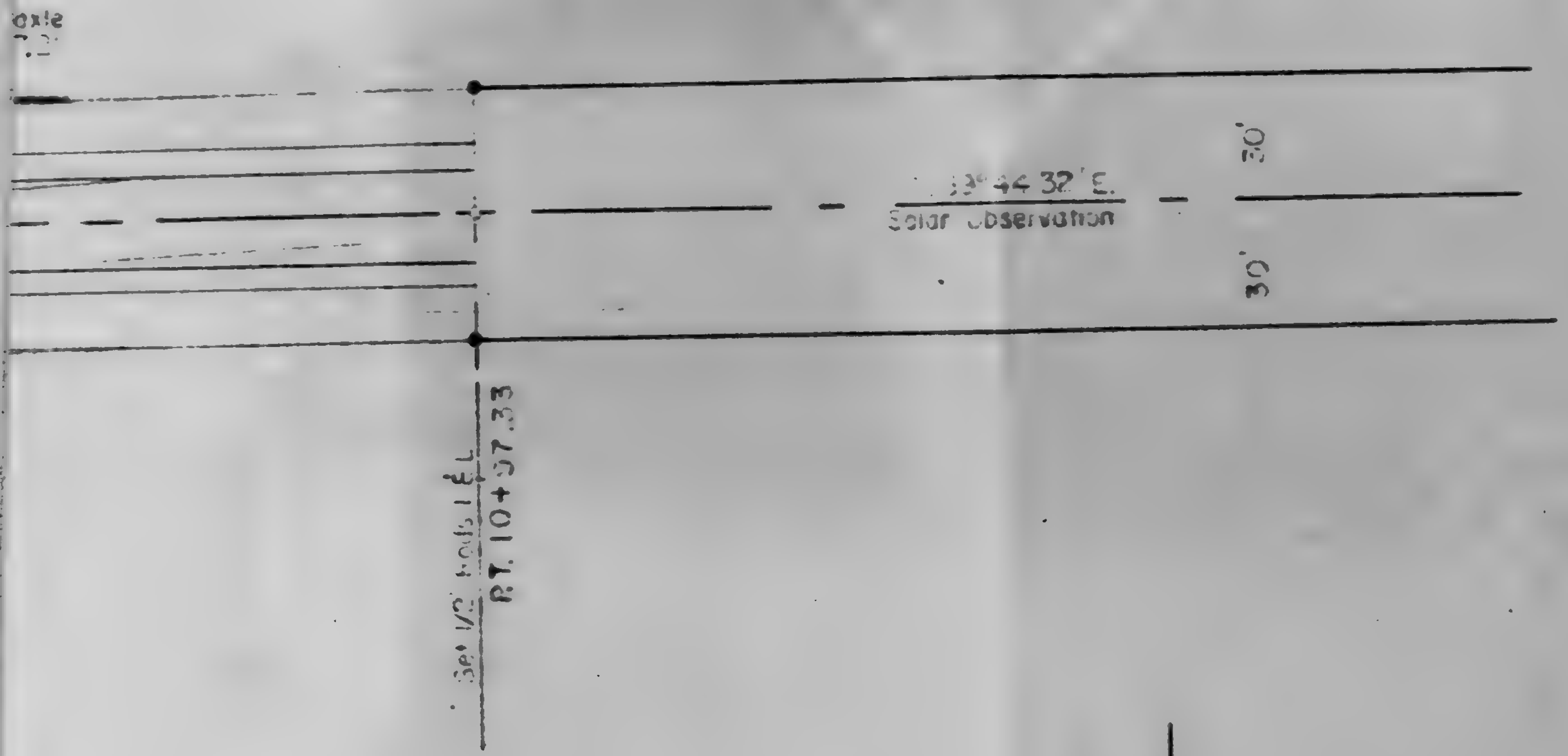

2'
6'
11'
11'
6'
6'
4' min.
Walkway
S=0.04'/ft
S= 0.02'/ft

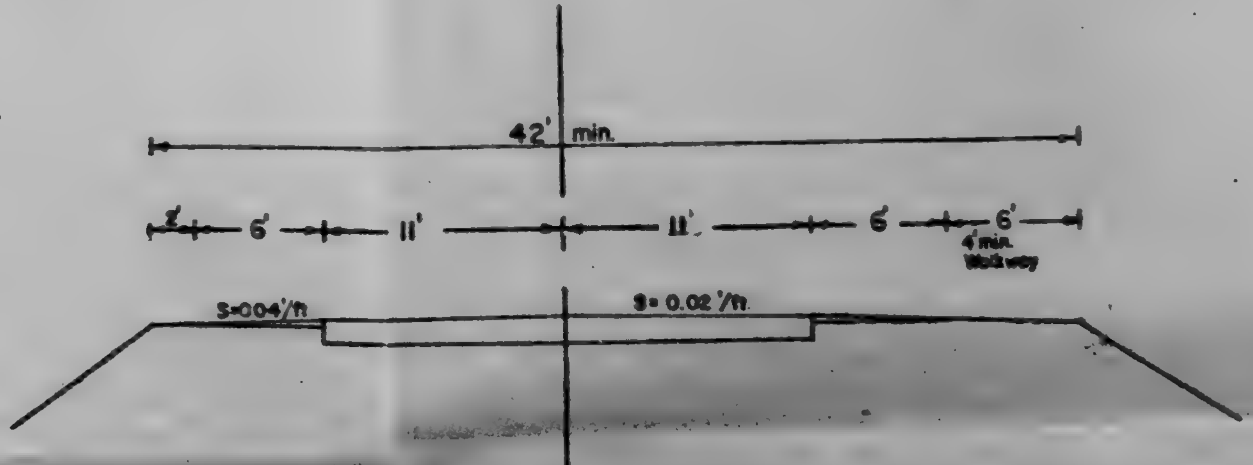
TYPICAL CROSSECTION
Scale 1" = 10'-0"





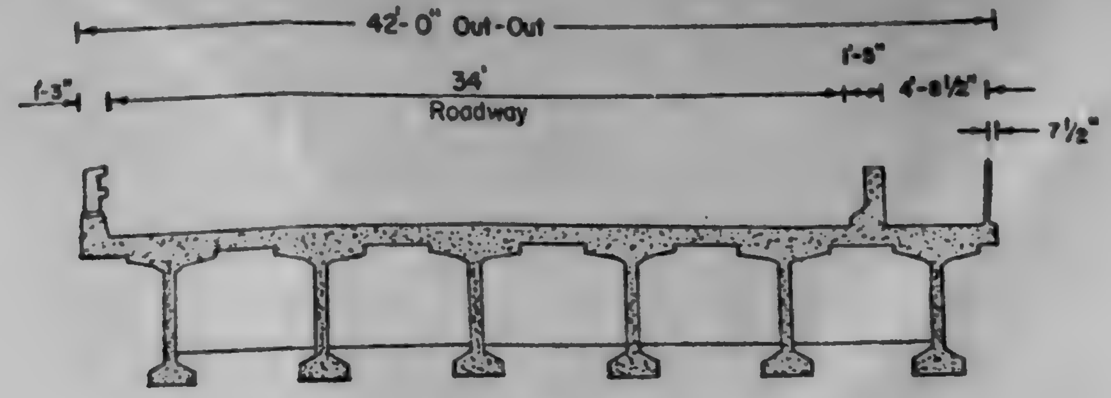
Typical Section Near Midspan
Scale 1" = 10'-0"


axle
33° 44 32' E.
Solar Observation
30'
30'
Set 1/2" Rods 1 ℄
P.T. 10+97.33

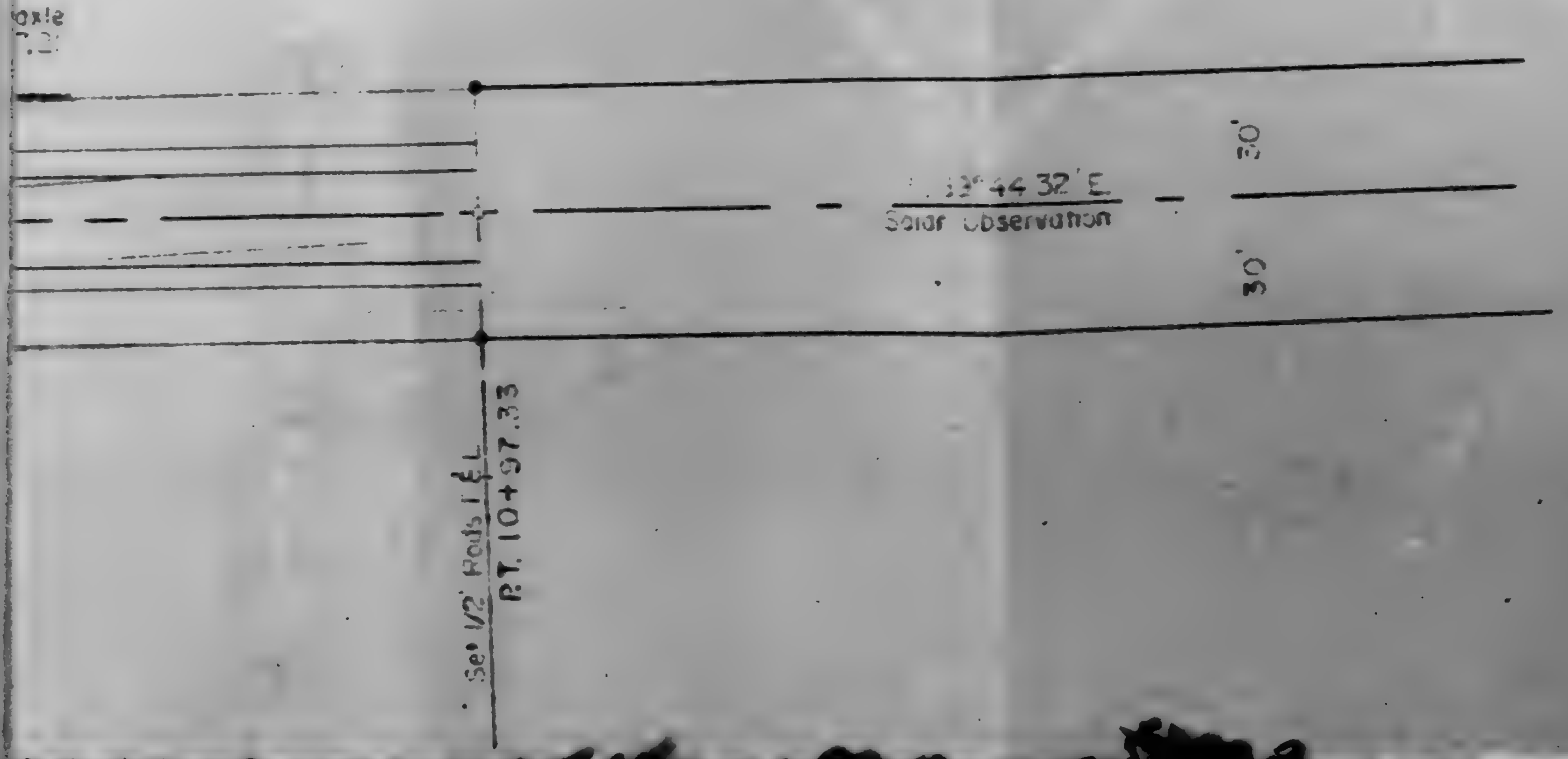

42' min.
2'
6'
11'
11'
6'
6'
4' min.
Walkway
S=0.04'/ft.
S=0.02'/ft.

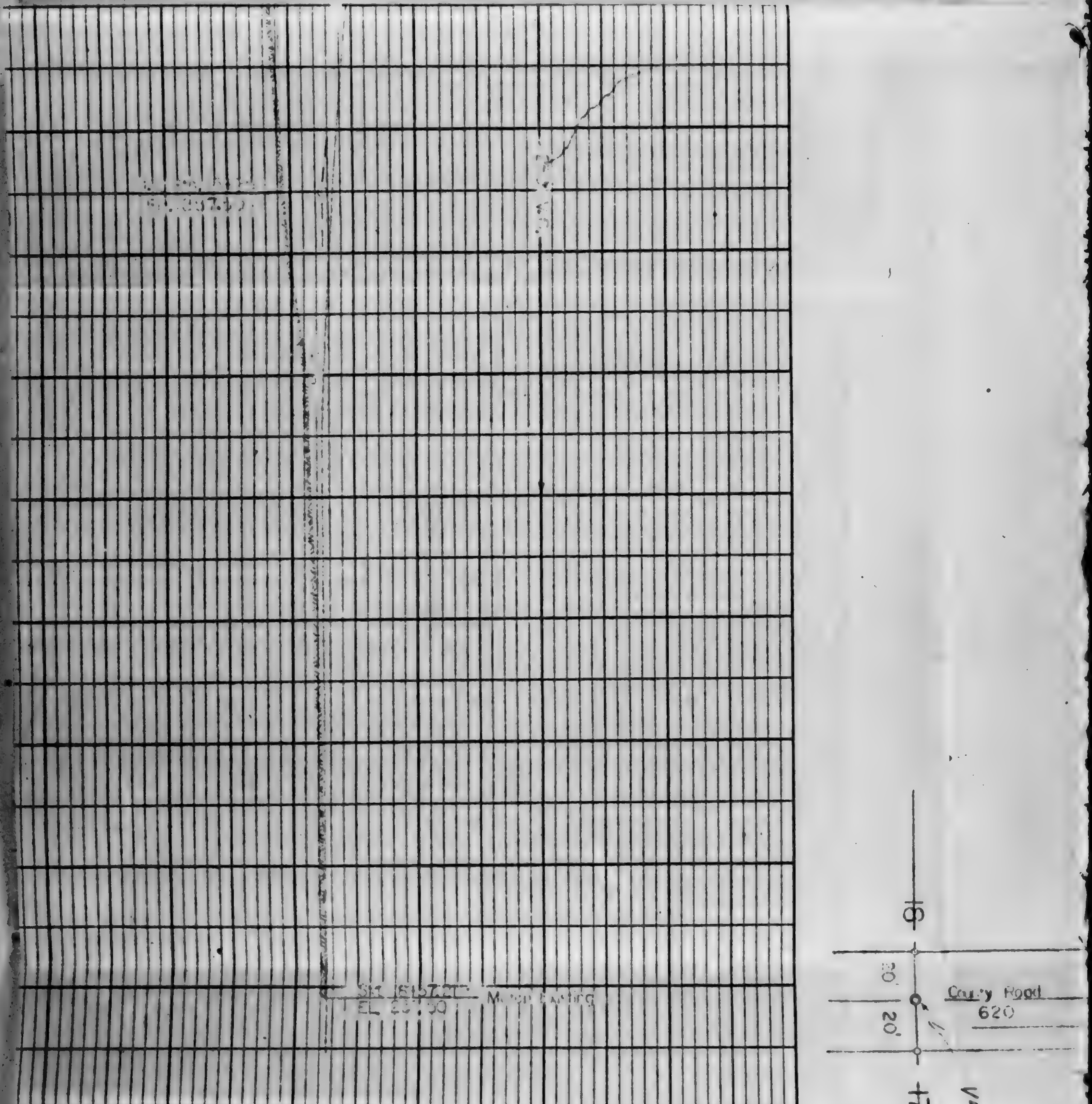
TYPICAL CROSSECTION
Scale 1" = 10'-0"

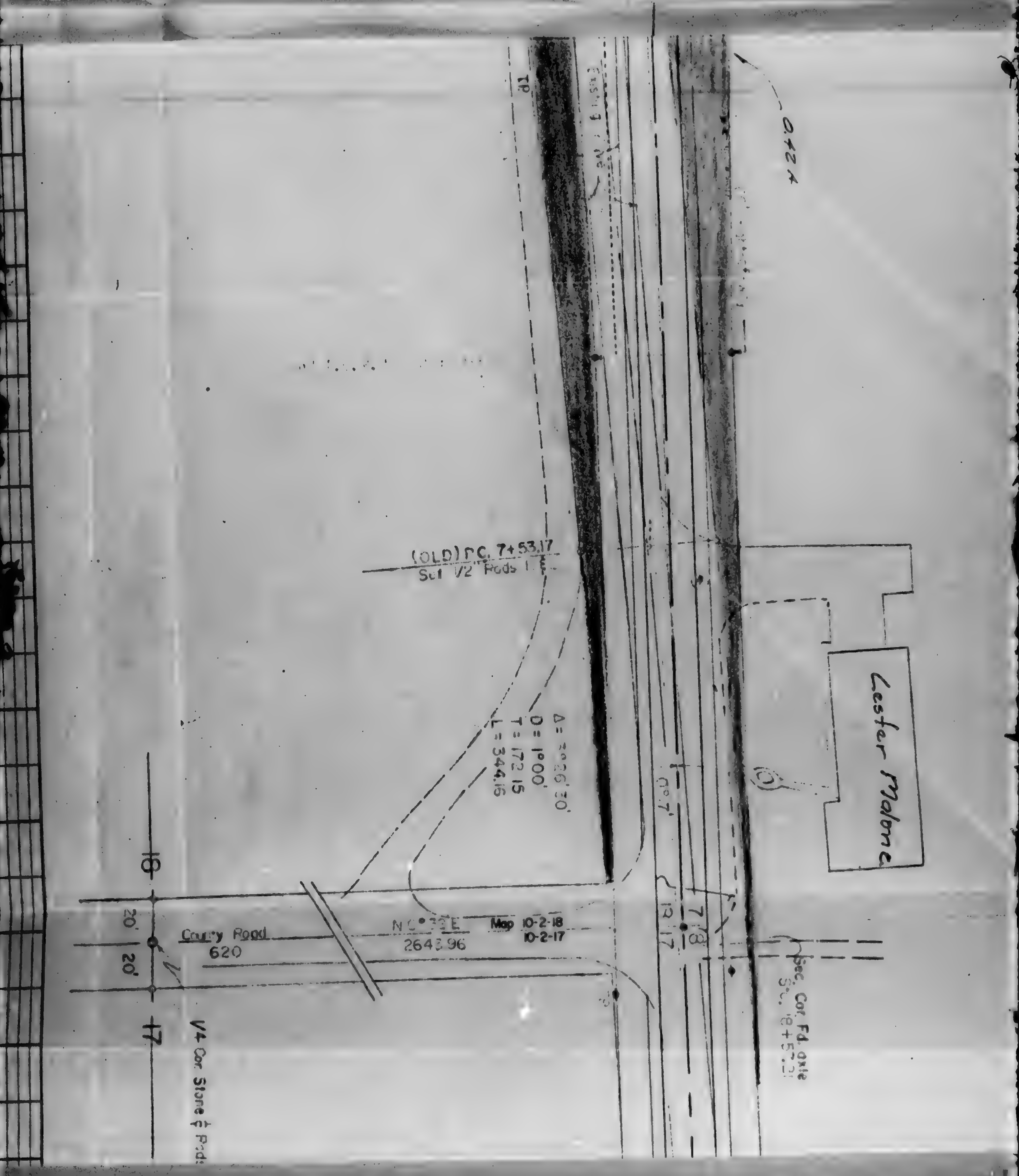
Cor. Stone & Rods

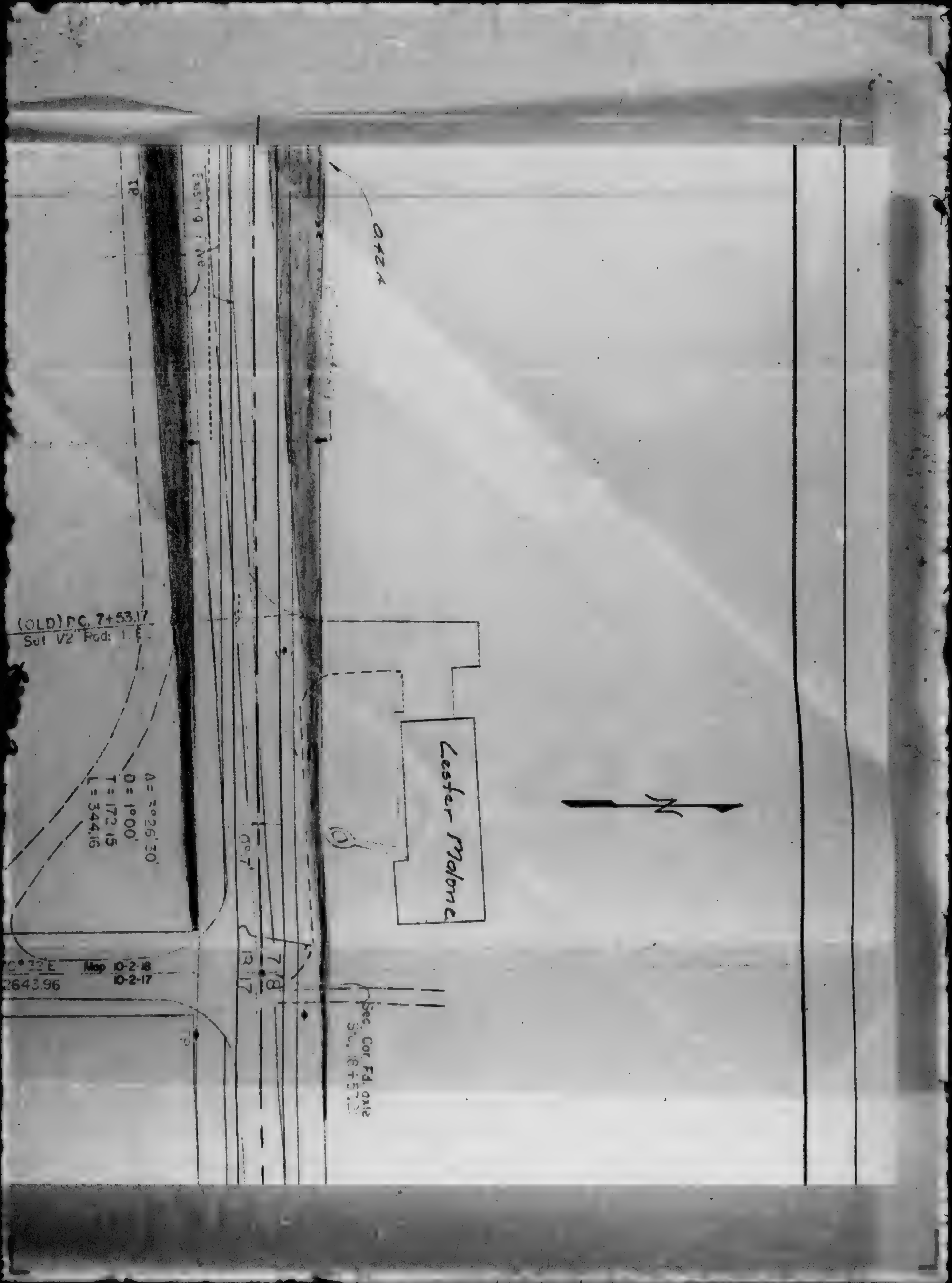

42'-0" Out-Out
1'-3"
34'
Roadway
1'-5"
4'-8½"
7½"

Typical Section Near Midspan
Scale 1"=10'-0"

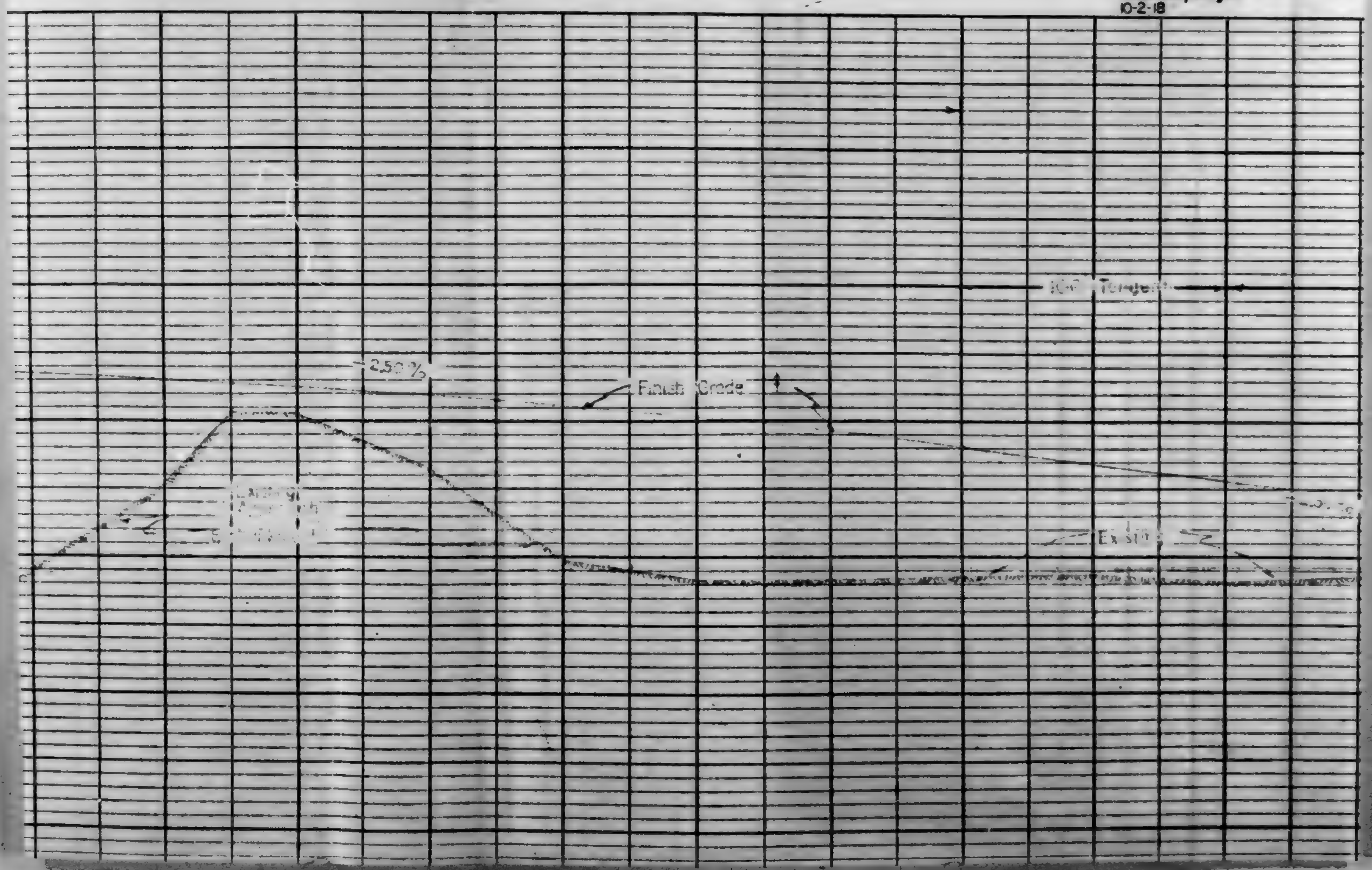

axle
33°44 32' E
Solar Observation
30'
30'
Set 1/2' Rods I ℄ L
P.T. 10+97.33

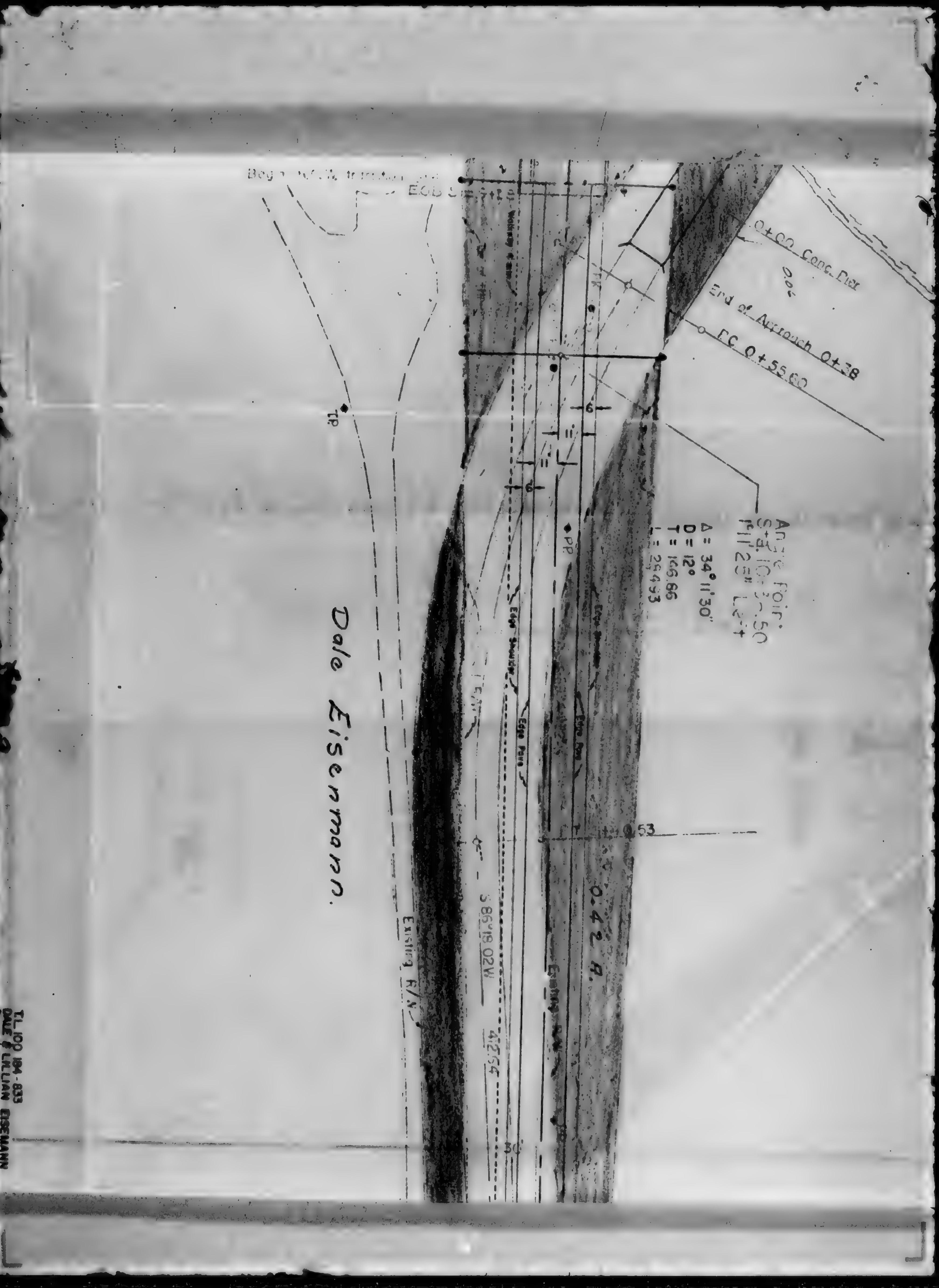

Sta 15+57.27
EL 23.50
Mean Existing
18
20'
20'
County Road
620
17
1/4 Cor Stone & Pipe

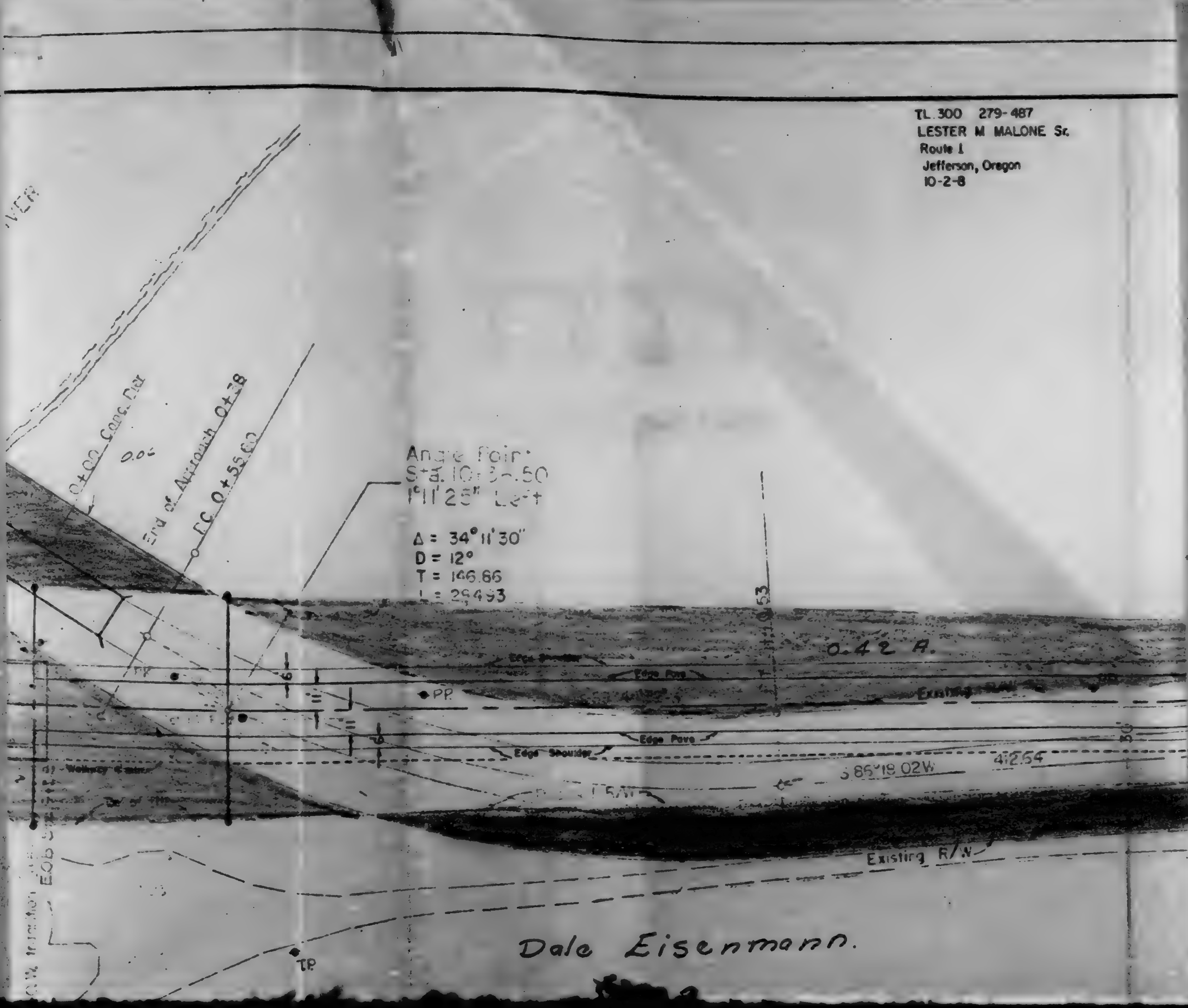

TP
0.72 A
(OLD) P.C. 7+53.17
Set 1/2 Rods
Δ= 32°26'30'
D= 1°00'
T= 172.15
L= 344.16
Lester Malone
18
17
20'
20'
County Road
620
N 0°33'E
2643.96
Map 10-2-18
10-2-17
18 17
7 8
Sec. Cor. Fd. axle
Sta. 18+5
1/4 Cor. Stone & Rods


TP
0+24
(OLD) P.C. 7+53.17
Set 1/2" Rods: L.E.
D= 1°00'
T= 172.15
L= 344.16
Lester Malone
Map 10-2-18
10-2-17
2643.96
12
17
7
8
TP
Sec. Cor. Fd. axle

T.L. 100 184-833
DALE & LILLIAN EISEMANN
Route 1 Box 352
Jefferson, Oregon
10-2-18


100' Tangent
-2.50%
Finish Grade
Existing


Begin Widening
EOB
0+00 Conc. Dr.
End of Approach 0+38
PC 0+55.60
TP
PP
Angle Point
Sta. 10+30.50
Fill 2.5" Left
Δ = 34° 11' 30"
D = 12°
T = 166.86
L = 294.93
Dale Eisenmann
Edge Shoulder
Edge Pave
0.53
0.42 R.
S 86°19.02 W
412.54
Existing R/W
30'
T.L. 100 184-833
DALE & LILLIAN EISEMANN


0+00 Conc. Dri
0.04
End of Approach 0+38
EC 0+55.60
Angle Point
Sta. 10+3[illegible].50
1°11'25" Left
Δ = 34° 11' 30"
D = 12°
T = 146.66
L = 294.93
0.53
0.42 A.
Edge Shoulder
Edge Pave
Existing R/W
PP
Edge Pave
Edge Shoulder
S 86°18' 02W
412.54
Existing R/W
TP
EOb
VER

TL.300 279-487
LESTER M MALONE Sr.
Route 1
Jefferson, Oregon
10-2-8

Dale Eisenmann.

LE		BY	DATE
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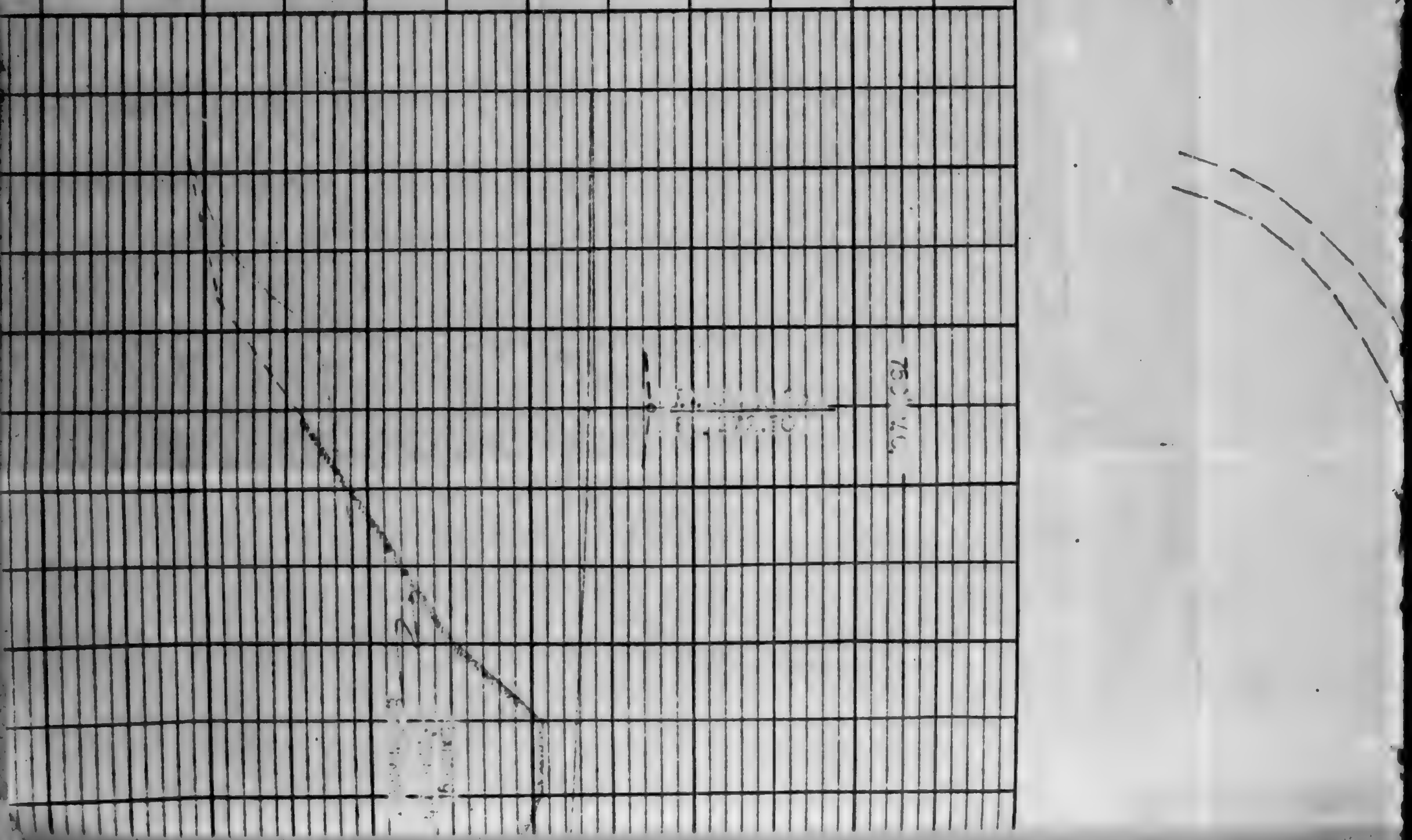

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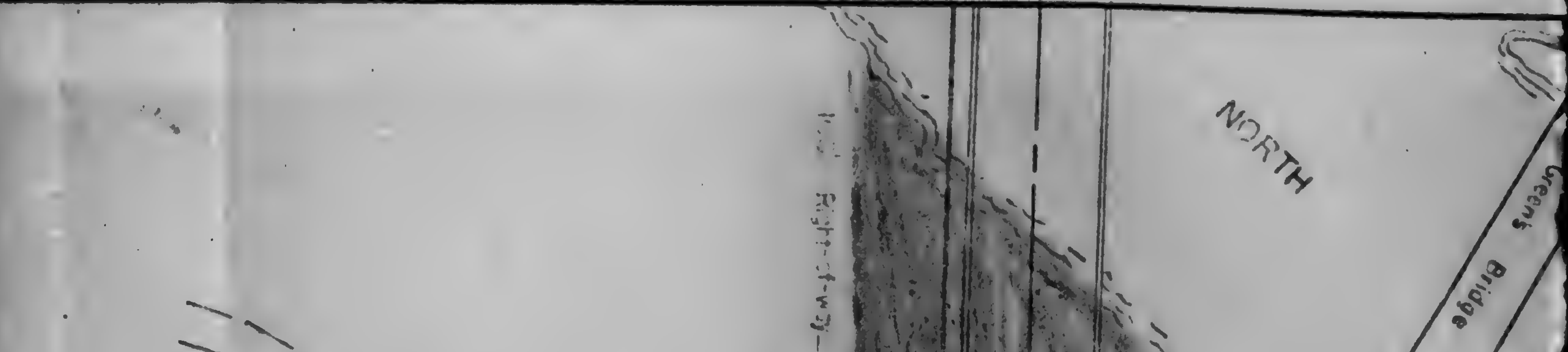
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Green's Bridge
Right-of-Way
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0+00 Conc. Pier
End of Approach 0+38
P.C. 0+55.00
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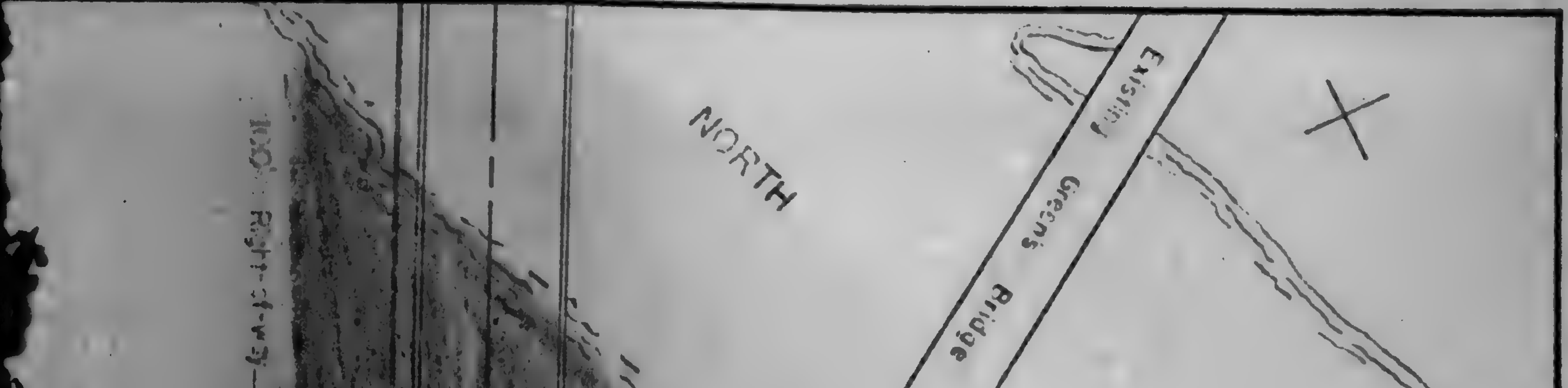

Existing Green's Bridge
NORTH
SANTIAM
RIVER
100' Right-of-way
W. transition
EOB
0+00 Conc. Pier
End of Approach 0+38
PC 0+55.60

file in Green's Bridge

COMMISSIONERS
HENRY C. MATTSON CHAIRMAN
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HARRY CARSON, JR.
EXECUTIVE SECRETARY
BRUCE PROSSER
LEGAL COUNSEL
DUANE R. ERTSGAARD

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON 97301

TELEPHONE 364-4401
AREA CODE 503

RECEIVED
AUG 18 1972
MARION COUNTY ENGINEER

MEMORANDUM

DATE: August 18, 1972

TO: Ted Kuenzi
Department of Public Works

FROM: Duane R. Ertsgaard
Marion County Legal Counsel

RE: Marion County vs. Roy D. Tilley, et ux

The following is the substance of a telephone communication from Mrs. Tilley in connection with the road widening relating to the Green's Bridge construction:

> She indicated that her lawyer had just informed her on 8/17/72 that they should let Marion County know by today whether or not they would accept settlement of $250.00 for 800 square feet. She said they would accept this; however-----
>
> -She informed us that Marion County representatives told them that their driveway would not be raised and Linn County officials told them the driveway would be raised. She said if the driveway was raised, they will file suit.
>
> Also, Marion County representatives told them that a four-foot frontage strip in front of their home is County right of way at the present time. She maintains that this strip is their property and the head surveyor and county engineer (Mr. Wallace) from Linn County agree with them that this strip is their property and not Marion County right of way. She said if anyone sets one foot on that strip, they will also file suit.

Pursuant to this, I am submitting a proposed form of deed for signature but I think it is important that somebody have some contact with the Linn County officials to check regarding the conflicting information. It is no wonder we have trouble settling these cases with people when, in fact, the public representatives cannot agree on the facts as presented. I would appreciate it if you would take to Mr. Wallace and determine, whether or not, in fact, such representations were made to the Tilleys.

DRE/nlb

7-30-72

Portland Daily Journ. of Comm.----------7-29

Sixteen Oregon Highway projects

SALEM — The Oregon State Highway Commission received bids for 15 of 16 projects called and for which contractors submitted figures totaling $2,817,521.

Project locations and bidders follow:

BAKER COUNTY — Aichele Landscaping, Portland, was the apparent low bidder at $103,500 for landscaping Baker Valley State Rest Area on the Old Oregon Trail, north of Baker.

Other bidders: Earl A. Bloomberg, Sherwood, $110,775; F. H. Lockyear, Wilsonville, $114,425; Loftus Landscaping, Kennewick, $116,409; Landscape & L & R Nursery, Salem, $132,375.

LINN AND MARION COUNTIES — Hannan Bros., Portland, was the apparent low bidder at $585,710 for riprap, steel piling on N. Santiam River (Green's) Bridge section, near Jefferson.

Other bidders: Willamette-Western, Portland, $610,302; Ross Bros., Salem, $634,552; Peter Kiewit Sons, Vancouver, $682,305; Hamilton Construction, Eugene, $778,006.

CLACKAMAS COUNTY — Ross Bros., Salem, was the apparent low bidder at $142,924 for paving, guard rail, steel piling at Clear Creek Bridge section of the Woodburn-Estacada Highway.

Other bidders: Bennard Construction, Portland, $144,000; Schubert Construction, Clackamas, $151,586; R. L. Jensen, Veneta, [illegible]

COOS COUNTY — Hansen Electric, Coos Bay, was the apparent low bidder at $9,945 for traffic signals at Central Blvd. at 2nd St. (Coquille) section of the Coos Bay-Roseburg Highway.

Other bidders: Sims Electric, Roseburg, $12,200; Hamilton Electric, Eugene, $12,572; Olson Electric, Vancouver, $14,150; L. K. Comstock, Albany, $14,504; Christenson Electric, Portland, $15,350.

JACKSON COUNTY — Ross Bros., Salem, was the apparent low bidder at $1,343,103 for grading, paving, structures on Park Street-Pacific Highway (Ashland) section of the Green Springs Highway.

Other bidders: M. C. Lininger & Hamilton Construction, Medford, $1,389,704; M. R. Holst, $1,435,841; Halverson- Mason, Portland, [illegible]

JACKSON COUNTY — M. C. Lininger, Medford, was the only bidder at $14,440 for sewer pipe, paving Gresham Street-Indiana Street (Ashland) Bikeway section on the Rogue River Highway.

LANE, DOUGLAS, JOSEPHINE COUNTIES — Coral Corporation, Gladstone, was the apparent low bidder at $33,726 for painting sign posts, signs at Judkins Point-California state line section of Pacific Highway, south of Eugene.

Other bidders: Olson-Campbell, Hillsboro, $35,718; Stillwell Construction, Bellevue, $41,706; Apex Fence Co., Anderson, Calif., $55,811; Steeck Electric, Medford, $61,489.

LINN AND BENTON COUNTIES — Aichele Landscaping, Portland, was the apparent low bidder at $35,628 for landscaping and roadside improvement on Willamette River (Albany) Bridge section of Albany-Corvallis Highway in Albany.

Landscape Services & L & R Nursery, Salem, $36,295; Carl Alleman, Salem, $36,925; Allen Landscaping, Portland, $38,408.

MARION COUNTY — Pacific Sand & Gravel, Salem, was the apparent low bidder at $114,632 for grading, paving, structure at Champoeg State Park north of Salem.

Other bidders: Schubert Construction, Clackamas, $116,053; Ross Bros., Salem, $116,725.

TILLAMOOK COUNTY — No bids were received for intermitent slide correction, debris removal along Trask River County Road, 11 miles from Tillamook.

UNION COUNTY — Baker Redi-Mix, Baker, was the apparent lw bidder at $22,390 for grading and paving North Powder ("E" Street) section.

Only other bidder was Peter Kiewit Sons, Vancouver, at $33,751.

WASHINGTON COUNTY — Aichele Landscaping, Portland, was the apparent low bidder at $71,060 for roadside improvement on Beaverton-Progress section of Beaverton-Tigard Highway, south of Beaverton.

Only other bidder was Landscape Service & L & R Nursery, Salem, at $87,233.

CLACKAMAS COUNTY — Workman Nelson Construction, Canby, was the apparent low bidder at $32,350 for Sandy River (Brightwood) Bridge Footing Protection project near Sandy on County Road No. 26001.

Only other bidder was Ross Bros., Salem, at $36,520.

CLACKAMAS COUNTY — Mike Pedro, Salem, was the apparent low bidder at $13,280 for Molalla River (Dickey Prairie Bridge Footing Protection project), near Molalla.

Other bidders: Ross Bros., Salem, $30,180; Workman-Nelson, Canby, $34,620.

LINN COUNTY — Vern Johnson, Corvallis, was the apparent low bidder at $42,117 for precast slabs, railing at Bilyeu Creek (Camp Morrison) Bridge section of County Road 830, near Jefferson.

The Oregonian--- 7-30
Portland

Road project bids opened

SALEM (AP) — The Oregon Highway Commission opened bids Friday on $2.8 million worth of projects.

The apparent low bidders were:

Linn and Marion Counties: Construct Green's Bridge over North Santiam River on secondary road, 2 miles east of Jefferson. Hannan Bros. Construction Co., Portland, $585,710.

Baker: Landscape Baker Valley rest area on old Oregon Trail, 8 miles north of Baker. Aichele Landscaping, Portland, $103,500.

Clackamas: Build Clear Creek bridge on Woodburn-Estacada highway, 6 miles south of Estacada. Ross Bros. Construction, Salem, $142,924.

Coos: Install signals at Central Boulevard and 2nd Street in Coquille. Hansen Electric Co., Coos Bay, $9,954.

Jackson: Construct railroad overpass on Green Springs highway in Ashland. Ross Bros. Construction, Salem, $1,343,103.

Jackson: Pave Gresham Street Indian Street Bikeway in Ashland. M. C. Lininger & Son, Medford, $14,440.

Lane, Douglas, Josephine and Jackson: Install service signs on Pacific Highway from Eugene to California line. Coral Corp., Gladstone, $33,726.

Linn and Benton: Landscape Willamette River bridge section in Albany. Aichele Landscaping, Portland, $35,628.

Marion: Build 3 miles of bikeway at Champoeg State Park. Pacific Sand and Gravel Co., Salem, $114,632.

Tillamook: Correct slide on Trask River road 11 miles east of Tillamook. No bidders.

Union: Grade and pave .23 mile of E Street in North Powder. Baker Redi-Mix, Baker, $22,390.

Washington: Improve roadside on Beaverton-Progress section of Beaverton-Tigard highway. Aichele Landscaping, Portland, $71,060.

Clackamas: Protect footings on bridge over Sandy River at Brightwood on county road. Workman Construction Co., Canby, $32,350.

Clackamas: Protect footings on bridge over Molalla River on county road, 2 miles southeast of Molalla. Mike Pedro, Salem, $13,280.

Linn: Construct bridge on county road over Bilyeu Creek, 21 miles east of Jefferson. Marion Construction Co., Salem, [illegible]

Marion: Pave in Silver Falls State Park. North Santiam Sand & Gravel Co., Stayton, [illegible]

Tillamook: Construct bridge over East Beaver Creek on East Beaver Creek county road [illegible] miles south of Tillamook. Ross Bros. Construction, Salem, [illegible]

Washington: Improve roadside on [illegible] Road undercrossing, Stafford Road interchange section of Pacific Highway. Bunyard & Perry, Portland, [illegible]

Greater Oregon----7-14
Albany

Four Linn County Highways To Get Improvements

Four construction projects that involve Linn County will be on the list of 25 projects for which the Oregon Highway Commission will receive bids July 27 and 28.

Three Linn County projects to be considered July 27 are:

— Grading and a structure to replace Sanderson Bridge on Highway 226 about six miles east of Albany. Completion date is June 15, 1974.

— Replacement of Green's Bridge about two miles east of Jefferson. This is a joint Linn County, Marion County and state project. It will take about a year and a half to complete.

— About one - sixth of a mile of grading, paving and signals on the South Pacific Boulevard - Ferry Street section of Queen Avenue in Albany. The completion period is 180 days.

The fourth project, to be considered July 28, is roadside improvement of Highway 20 in North Albany. The project plans call for planting of trees, shrubs and vines and construction of an automatic irrigation system. Completion time has been set for next March 31.

Democrat-Herald, Albany--7-28

Highway unit opens bids on Linn bridge projects

Bids were opened today and Thursday on five mid-valley projects being handled by the Oregon Highway Division.

Largest of the projects is to build a new bridge over the South Santiam River near Crabtree, replacing the narrow steel arch known as Sanderson Bridge.

Apparent low bidder for the new concrete bridge structure is Willamette-Western Corp. at $1,244,735. The Portland-based firm built the new Lyon Street Bridge across the Willamette River at Albany.

Work on the South Santiam River bridge is expected to take 14 months. A separate contract will be offered later for relocation of a 3.24-mile section of Highway 226 to bypass Crabtree to the south across the new bridge.

The present Sanderson Bridge will be closed and that section of highway abandoned after the new route is completed.

Total cost of the Crabtree project will be $2.65 million, with about $1.6 million in federal aid to secondary highway funds for the relocation work and $1.1 million toward the bridge from a special Federal Highway Administration grant after that agency named the Sanderson Bridge one of five "critically deficient" bridges in the state.

A second bridge bid opening was today to replace Greens Bridge about two miles east of Jefferson. This is a joint Linn County, Marion County and state project which will take about a year to complete.

Apparent low bidder was Hannan Bros. of Portland for $585,710. The new Greens Bridge will be realigned slightly downstream and will have a 450-foot-long span of 36-foot width.

Third bridge on which bids were opened is on a county road over Bilyeu Creek, 21 miles east of Jefferson. Apparent low bidder is Marion Construction Co. of Salem at [illegible]

Morse Bros. Sand and Gravel of Lebanon was apparent low bidder at $120,970 for improvement of Queen Avenue at the intersection with Pacific Boulevard. Improvement of Queen Avenue railroad crossing will be a separate phase of this project.

A Portland firm, Aichele Landscaping, was apparent low bidder at $35,629 to do landscaping along Highway 20 at both ends of the Lyon Street Bridge.

Seattle Daily Journal of Commerce------------------------------7-29

Oregon Highway Commission opens bids on 16 jobs: lows $2,796,512

SALEM, Ore.—The Oregon Highway Commission received bids on 16 highway jobs yesterday with lows totaling $2,796,512. Following are the low bidders on projects under $500,000 and the three low bidders on jobs over $500,000.

Linn and Marion Counties: Santiam River Bridge replacement of FAS 126—Hannan Bros. Const., Inc., Portland, $585,710; Willamette-Western Corp., Portland, $610,302; and Ross Bros. Const., Inc., Salem, $634,552.

Baker County: landscaping at Baker Valley Rest Area on Old Oregon Trail (I-80N) north of Baker — Aichele Landscaping, Portland, $103,500.

Clackamas County: paving and widening Clear Creek Bridge on Woodburn-Estacada Highway south of Estacada—Ross Bros. Const., Inc., Salem, $142,924.

Coos County: traffic signals on Coos Bay-Roseburg Highway at Central Blvd. and Second St. in Coquille—Hansen Electric, Inc., Coos Bay, $9954.

Jackson County: widening, railroad overcrossing on Green Springs Highway from Park St. to Pacific Highway in Ashland—Ross Bros. Const., Inc., Salem, $1,343,103; M. C. Lininger & Son and Hamilton Const. Co., Medford, $1,389,704; and M. R. Holst Const., Oakridge, $1,435,841.

Jackson County: bikeway on Rogue Valley Highway between Gresham St. and Indiana St. in Ashland—M. C. Lininger & Son, Inc., Medford, $14,440.

Lane, Douglas, Josephine and Jackson Counties: signing on Pacific Highway (I-5) from south of Eugene to California state line —Coral Corp., Gladstone, $33,736.

Linn and Benton Counties: landscaping, irrigation system on Albany-Corvallis Highway at Willamette River Bridge in Albany —Aichele Landscaping, Inc., Portland, $35,628.

Marion County: bikeway in Champoeg State Park — Pacific Sand & Gravel Co., Salem, $114,632.

Tillamook County: slide correction on Trask River county road east of Tillamook — no bids received.

Union County: paving on "E" St. in North Powder—Baker Redimix, Baker, $22,390.

Washington County: paving, landscaping on Beaverton-Tigard Highway from Beaverton to Progress—Aichele Landscaping, Portland, $71,060.

Clackamas County: Sandy River Bridge footing protection on C. R. 20001—Workman Const. Co. and David A. Nelson, Canby, $32,350.

Clackamas County: Molalla River Bridge footing protection on C. R. 52006—Mike Pedro Co., Inc., Salem, $34,688.

Marion County: paving in Silver Falls State Park east of Salem—North Santiam Sand & Gravel, Stayton, $46,070.

Tillamook County: paving and bridge improvements on E. Beaver Creek County Road at E. Beaver Creek Bridge—Ross Bros. Const. Co., Inc., Medford, $60,715.

Washington County: drainage improvements on Pacific Highway from Norwood Road to Stafford Road north of Wilsonville—Bunyard & Pettit, Portland, $146,922.

Mail, Stayton----- 7-13

Realignment set for old bridge

Bids will be received Thursday, July 27 by the Oregon State Highway Commission for a project involving the replacement of the existing old bridge on the North Santiam River two miles east of Jefferson. The Green's bridge section of FAS 126 will be realigned. Completion time is set at 400 calendar days.

The project is one of 25 for which bids will be received July 27 and 28 by the highway division, with a total estimated cost of $7,400,000.

East Oregonian, Pendleton---------------- 7-6

Highway commission to open bids for 25 projects July 27-28

SALEM, Ore. (AP) — The Oregon State Highway Commission will receive bids July 27-28 in Salem for 25 projects costing an estimated $7.4 million.

Bids will be received July 27 for the following projects:

Baker County: Installation of traffic signals at four intersections in Baker.

Baker: 0.15 miles of grading and paving between Wilcox Street and the Haines east city limits.

Baker: Landscape improvement of the Weatherby rest area about 30 miles southeast of Baker.

Clatsop: Replacement of the Big Creek Bridge about 15 miles east of Astoria.

Clatsop: 0.07 miles of slide correction on the Thompson Falls slide section of the Lewis and Clark Road about one mile east of Seaside.

Deschutes: 5.16 miles of grading and paving on the Arnold Ice Caves Road-Horse Ridge section of the Central Oregon Highway about 12 miles east of Bend.

Douglas: 5.41 miles of grading and paving for construction of seven passing bays on the Umpqua Highway about four miles west of Drain.

Jackson: Roadside improvement on the Crater Lake Interchange—Jackson Street section of the Pacific Highway in Medford.

Linn: Grading and a structure on the Sanderson Bridge section of the Albany-Lyons Highway about six miles east of Albany.

Linn: 0.17 miles of grading, paving and signals on the South Pacific Boulevard-Ferry Street section on Queen Avenue in Albany.

Linn and Marion: Replacement of a bridge on the North Santiam section of a road about two miles east of Jefferson.

Multnomah: 0.27 miles of epoxy skid resistant treatment on the S.W. Corbett Avenue undercrossing section of Pacific Highway near the Portland south city limits.

Multnomah: Traffic signals on the Powell Valley Road at S.E. 174 section of the Mount Hood Highway.

Multnomah: 0.46 miles of grading and paving a bikeway on the S.W. 12th Avenue-S.W. 18 Avenue section of the Sunset Highway in Portland.

Bids will be received July 28 for the following projects:

Baker: Landscape improvement in the Baker Valley rest area on I-80N about eight miles north of Baker.

Clackamas: 0.13 miles of grading, paving and a structure on the Clear Creek Bridge section of the Woodburn-Estacada Highway about six miles south of Estacada.

Coos: Installation of traffic signals on Central Boulevard at Second Street in Coquille.

Jackson: Grading, paving and a structure on the Park Street-Pacific Highway section of the Green Springs Highway in Ashland totaling 0.78 miles

Jackson: Construction of a bikeway between Gresham Street and Indiana Street on the Rogue Valley Highway in Ashland.

Lane, Douglas, Josephine and Jackson counties: Installation of signs along 190 miles of I-5.

Linn and Benton: Roadside improvement on the Willamette Bridge section of the Albany-Corvallis Highway in Albany.

Marion: Construction of three miles of bikeway in Champoeg State Park.

Tillamook: 1.5 miles of intermittent slide correction in three areas on the Trask River county road about 11 miles east of Tillamook.

Union: 0.23 miles of grading and paving on the North Powder section in the city of North Powder.

Washington: Roadside improvement on the Beaverton-Progress section of the Beaverton-Tigard Highway about one mile south of Beaverton.

Daily Journal of Commerce, Seattle-------------------------------- 7-10

Oregon sets 25 highway projects

SALEM.—Bids will be received by the Oregon State Highway Commission until 9 a. m. July 27 and 28 here for 25 projects totaling an estimated $7,400,000. Descriptions of individual projects, arranged by county, for the two days:

JULY 27

Baker: Three projects are scheduled. The first involves installation of traffic signals at four intersections on the Fourth St.-Washington Ave. Section of the La Grande-Baker Highway in the City of Baker. Completion time is 180 days.

The second project involves 0.15 mile of grading and paving between Wilcox St. and east city limits of Haines. Plans call for asphalt concrete pavement on two 12-ft. lanes. Completion time is 40 workdays. Previous bids in May 1971 were considered too high.

The third project involves landscape improvement of the Weatherby Safety Rest Area about 30 miles southeast of Baker. Plans call for landscaping, placing of sod lawn, irrigation system and a sanitary station. Completion is set for June 30, 1973.

Clatsop: Two projects are scheduled. The first involves replacing a bridge that was damaged by floods last winter on the Big Creek (Knappa) Bridge Section of the old Columbia River Highway, about 15 miles east of Astoria. Completion time is 120 days.

The second project involes 0.07 mile of slide correction on the Thompson Falls Slide Section of the Lewis and Clark Road (FAS 608), approximately one mile east of Seaside. Plans call for two 12-ft. graveled travel lanes with 2-ft. shoulders. It will be oiled later by others. Completion time is 30 workdays.

Deschutes: 5.16 miles of grading and paving on the Arnold Ice Caves Road-Horse Ridge Section of Central Oregon Highway (U. S. 20) about 12 miles east of Bend. Plans call for asphalt concrete pavement on two 12-ft. lanes. Completion time is 300 workdays.

Douglas: 5.41 miles of grading and paving in a 25-mile section of the Umpqua Highway, about 4.3 miles west of Drain. The section is the Wells Creek-Jack Creek Section on which seven passing bays will be constructed. Completion time is 285 workdays.

Jackson: Roadside improvement on the Crater Lake Interchange-Jackson St. Section of Pacific Highway in Medford. Completion has been set for May 31, 1973.

Linn: Two projects are scheduled. The first involves grading and a structure on the Sanderson Bridge Section of the Albany-Lyons Highway, about six miles east of Albany. The project is 0.26 mile long. Work involves grading at both ends of new bridge which is to be constructed on new alignment. Completion has been set for June 15, 1974.

The second project involves 0.17 mile of grading, paving and signals on the S. Pacific Boulevard-Ferry St. Section on Queen Ave. in the City of Albany. Completion time is 180 days.

Linn and Marion: Replacement of existing old bridge on new alignment on the N. Santiam River (Green's) Bridge Section of FAS 126, about two miles east of Jefferson. Completion is set at 400 days.

Multnomah: Three projects are scheduled. The first one involves 0.27 miles of epoxy skid resistant treatment on the existing pavement on S. W. Corbett Ave. Undercrossing Section of Pacific Highway near the south city limits of Portland. The anti-skid treatment is to be placed on three 12-ft. lanes. Completion time is 30 days.

The second project involves traffic signals on Powell Valley Road at S. E. 174th Ave. Section of the Mount Hood Highway, about two miles west of Gresham. Completion time is 170 days.

The third project involves 0.46 mile of grading and paving a bikeway on the S. W. 12th Ave.-S. W. 18th Ave. (Goose Hollow) on the Sunset Highway in Portland. Plans call for an asphalt concrete surface. Completion time is 40 workdays.

JULY 28

Baker: Landscape improvement in the Baker Valley Safety Rest Area on the Old Oregon Trail (I-80N), about eight miles north of Baker. Plans call for planting of trees, shrubs and construction of sod lawn and automatic irrigation system. Completion has been set for June 30, 1973.

Clackamas: 0.13 mile of grading, paving and a structure on the Clear Creek Bridge Section of the Woodburn-Estacada Highway, approximately six miles south of Estacada. Plans call for building new approaches with asphalt concrete on two 12-ft. lanes and 4-ft. shoulders, and widening the existing structure. Completion time is 200 days.

Coos: Installation of traffic signals on Central Boulevard at Second St. of the Coos-Bay-Roseburg Highway in Coquille. Completion time is 150 days.

Jackson: Two projects are scheduled. The first involves grading, paving, and a structure on the Park St.-Pacific Highway Section of the Green Springs Highway in Ashland. Plans for the 0.78-mile project call for asphaltic concrete on four lanes and widening the existing highway and replacing the existing railroad overcrossing. Completion time is 285 workdays.

The second project involves the construction of a bikeway between Gresham St.-Indiana St. Section of the Rogue Valley Highway in Ashland. Plans for the 1.36-mile project call for paving asphalt concrete ramps from curb to curb on cross streets so as to provide a continuous sidewalk bikeway. Completion time is 30 workdays.

Lane, Douglas, Josephine and Jackson: This project involves the installation of "Wrong way" and "Do not enter" signs along 190 miles of the Pacific Highway (I-5), from Judkins Point two miles south of Eugene, to the California State Line. Completion time is 120 days.

Linn and Benton: Roadside improvement on the Willamette River Bridge Section of the Albany-Corvallis Highway in Albany. Plans call for the planting of trees, shrubs and vines and construction of automatic irrigation system. Completion has been set for March 31, 1973.

The Oregonian
Portland---------7-7

Highway panel to receive bids on road work

SALEM (AP) — The Oregon State Highway Commission will receive bids July 27-28 in Salem for 25 projects that will cost an estimated $7.4 million.

Bids will be received July 27 for the following projects:

Baker County: Installation of traffic signals at four intersections in Baker.

Baker: .15 miles of grading and paving between Wilcox Street and the Haines East city limits.

Baker: Landscape improvement of the Weatherby rest area about 30 miles southeast of Baker.

Clatsop: Replacement of the Big Creek Bridge about 15 miles east of Astoria.

Clatsop: .07 miles of slide correction on the Thompson Falls slide section of the Lewis and Clark Road about one mile east of Seaside.

Deschutes: 5.16 miles of grading and paving on the Arnold Ice Caves Road-Horse Ridge section of the Central Oregon Highway about 12 miles east of Bend.

Douglas: 5.41 miles of grading and paving for construction of seven passing bays on the Umpqua Highway about four miles west of Drain.

Jackson: Roadside improvement on the Crater Lake Interchange-Jackson Street section of the Pacific Highway in Medford.

Linn: Grading and a structure on the Sanderson Bridge section of the Albany-Lyons Highway about six miles east of Albany.

Linn: .17 miles of grading, paving and signals on the South Pacific Boulevard-Ferry Street section on Queen Avenue in Albany.

Linn and Marion: Replacement of a bridge on the North Santiam Bridge section of a road about two miles east of Jefferson.

Multnomah: .27 miles of epoxy skid resistant treatment on the S.W. Corbett Avenue undercrossing section of the Pacific Highway near the Portland south city limits.

Multnomah: Traffic signals on the Powell Valley Road at SE 174th section of the Mount Hood Highway.

Multnomah: .46 miles of grading and paving a bikeway on the SW 12th Avenue-SW 18 Avenue section of the Sunset Highway in Portland.

Bids will be received July 28 for the following projects:

Baker: Landscape improvement in the Baker Valley rest area on I-80N about eight miles north of Baker.

Clackamas: .13 miles of grading, paving and a structure on the Clear Creek Bridge section of the Woodburn-Estacada Highway about six miles south of Estacada.

Coos: Installation of traffic signals on Central Boulevard at Second Street in Coquille.

Jackson: Grading, paving and a structure on the Park Street-Pacific Highway section of the Green Springs Highway in Ashland totaling .78 miles.

Jackson: Construction of a bikeway between Gresham Street and Indiana Street on the Rogue Valley Highway in Ashland.

Lane, Douglas, Josephine and Jackson Counties: Installation of signs along 190 miles of I-5.

Linn and Benton: Roadside improvement on the Willamette Bridge section of the Albany-Corvallis Highway in Albany.

Marion: Construction of three miles of bikeway in Champoeg State Park.

Tillamook: 1.5 miles of intermittent slide correction in three areas on the Trask River County Road about 11 miles east of Tillamook.

Union: .23 miles of grading and paving on the North Powder section in the city in North Powder.

Washington: Roadside improvement on the Beaverton-Progress section of the Beaverton-Tigard Highway about one mile south of Beaverton.

Daily Journ. Comm.
Portland-------------7-6

State asks bids for $7.4 million in highway work

Bikeway projects among 25 jobs set

SALEM — Estimated cost of 25 projects offered for bids by the Oregon State Highway Commission was placed at $7.4 million.

The commission will open bids at 9 a.m. July 27 for 14 of the projects and at the same time July 28 for the other 11. Bid openings will be held in Room 122 of the State Highway Building here.

The project list includes three jobs in the state's relatively new program of bikeway construction. Bikeways are planned along the Sunset Highway in Portland between SW 12th and 18th avenues, along the Rogue River Highway between Gresham and Indian streets at Ashland, and at Champoeg State Park about 25 miles north of Salem.

Among the largest jobs is a 5.16 - mile grading and paving project on the Arnold Ice Caves Road - Horse Ridge section of the Central Oregon Highway 12 miles east of Bend.

Other sizable grading and paving projects are planned on the Wells Creek - Jack Creek section of the Umpqua Highway about 4.3 miles west of Drain and on the Park Street - Pacific Highway section of the Green Springs Highway in Ashland. The latter includes a structure.

Among bridge projects out for bids are one on the Sanderson Bridge section of the Albany - Lyons Highway six miles east of Albany and another on the North Santiam River (Green's) Bridge section of Federal Aid Secondary Route 128, two miles east of Jefferson.

In addition to highway, bikeway and bridge construction, the 27 projects involve paving, application of skid-resistant coating, slide correction, drainage improvements, landscaping, and installation of signs and traffic signals.

Daily Jn. Comm.
Portland-----------7-6

State asks bids for $7.4 million in highway work

Bikeway projects among 25 jobs set

SALEM — Estimated cost of 25 projects offered for bids by the Oregon State Highway Commission was placed at $7.4 million.

The commission will open bids at 9 a.m. July 27 for 14 of the projects and at the same time July 28 for the other 11. Bid openings will be held in Room 122 of the State Highway Building here.

The project list includes three jobs in the state's relatively new program of bikeway construction. Bikeways are planned along the Sunset Highway in Portland between SW 12th and 18th avenues, along the Rogue River Highway between Gresham and Indian streets at Ashland, and at Champoeg State Park about 25 miles north of Salem.

Among the largest jobs is a 5.16 - mile grading and paving project on the Arnold Ice Caves Road - Horse Ridge section of the Central Oregon Highway 12 miles east of Bend.

Other sizable grading and paving projects are planned on the Wells Creek - Jack Creek section of the Umpqua Highway about 4.3 miles west of Drain and on the Park Street - Pacific Highway section of the Green Springs Highway in Ashland. The latter includes a structure.

Among bridge projects out for bids are one on the Sanderson Bridge section of the Albany - Lyons Highway six miles east of Albany and another on the North Santiam River (Green's) Bridge section of Federal Aid Secondary Route 126, two miles east of Jefferson.

In addition to highway, bikeway and bridge construction, the 27 projects involve paving, application of skid-resistant coating, slide correction, drainage improvements, landscaping and installation of signs and traffic signals.

Gazette-Times, Corvallis---7-6

Highway Bids To Be Received

SALEM, Ore. (AP) — The Oregon State Highway Commission will receive bids July 27-28 in Salem for 25 projects costing an estimated $7.4 million.

Bids will be received July 27 for the following projects:

Baker County: Installation of traffic signals at four intersections in Baker.

Baker: 0.15 miles of grading and paving between Wilcox Street and the Haines east city limits.

Baker: Landscape improvement of the Weatherby rest area about 30 miles southeast of Baker.

Clatsop: Replacement of the Big Creek Bridge about 15 miles east of Astoria.

Clatsop: 0.07 miles of slide correction on the Thompson Falls slide section of the Lewis and Clark Road about one mile east of Seaside.

Deschutes: 5.16 miles of grading and paving on the Arnold Ice Caves Road-Horse Ridge section of the Central Oregon Highway about 12 miles east of Bend.

Douglas: 5.41 miles of grading and paving for construction of seven passing bays on the Umpqua Highway about four miles west of Drain.

Jackson: Roadside improvement on the Crater Lake Interchange—Jackson Street section of the Pacific Highway in Medford.

Linn: Grading and a structure on the Sanderson Bridge section of the Albany-Lyons Highway about six miles east of Albany.

Linn: 0.17 miles of grading, paving and signals on the South Pacific Boulevard-Ferry Street section on Queen Avenue in Albany.

Linn and Marion: Replacement of a bridge on the North Santiam section of a road about two miles east of Jefferson.

Multnomah: 0.27 miles of epoxy skid resistant treatment on the S.W. Corbett Avenue undercrossing section of Pacific Highway near the Portland south city limits.

Multnomah: Traffic signals on the Powell Valley Road at S.E. 174 section of the Mount Hood Highway.

Multnomah: 0.46 miles of grading and paving a bikeway on the S.W. 12th Avenue-S.W. 18 Avenue section of the Sunset Highway in Portland.

Bids will be received July 28 for the following projects:

Baker: Landscape improvement in the Baker Valley rest area on I-80N about eight miles north of Baker.

Clackamas: 0.13 miles of grading, paving and a structure on the Clear Creek Bridge section of the Woodburn-Estacada Highway about six miles south of Estacada.

Coos: Installation of traffic signals on Central Boulevard at Second Street in Coquille.

Jackson: Grading, paving and a structure on the Park Street-Pacific Highway section of the Green Springs Highway in Ashland totaling 0.78 miles.

Jackson: Construction of a bikeway between Gresham Street and Indiana Street on the Rogue Valley Highway in Ashland.

Lane, Douglas, Josephine and Jackson counties: Installation of signs along 190 miles of I-5.

Linn and Benton: Roadside improvement on the Willamette Bridge section of the AlbanyCorvallis Highway in Albany.

Marion: Construction of three miles of bikeway in Champoeg State Park.

Tillamook: 1.8 miles of intermittent slide correction in three areas on the Trask River county road about 11 miles east of Tillamook.

Union: 0.23 miles of grading and paving on the North Powder section in the city of North Powder.

Washington: Roadside improvement on the Beaverton-Progress section of the Beaverton-Tigard Highway about one mile south of Beaverton.

Democrat-Herald -- 7-6
Albany

Linn projects on bid slate

Four construction projects that involve Linn County will be on the list of 25 projects for which the Oregon Highway Commission will receive bids July 27 and 28.

Those Linn County projects to be considered July 27 are:

—Grading and a structure to replace Sanderson Bridge on Highway 226 about six miles east of Albany. Completion date is June 15, 1974.

—Replacement of Green's Bridge about two miles east of Jefferson. This is a joint Linn County, Marion County and state project. It will take about a year and a half to complete.

—About one-sixth of a mile of grading, paving and signals on the South Pacific Boulevard-Ferry Street section of Queen Avenue in Albany. The completion period is 180 days.

The fourth project, to be considered July 28, is roadside improvement of Highway 20 in North Albany. The project plans call for planting of trees, shrubs and vines and construction of an automatic irrigation system. Completion time has been set for next March 31.

cc: John Oakes
C. G. Swenson
R. N. Chase
J. B. Boyd

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310 7-21-72

Attention: County and City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 126

Project Name
N. Santiam R. (Greens) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property ~~have been~~ will be paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon,

this 21 day of July, 19 72.

Linn County

Chairman

Eugene A. Richardson
Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL 24 1972
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

(5/12/70)

Green's Bridge
FAS 126
Linn

STATE OF OREGON
Division of State Lands
20 Agriculture Building
Salem, Oregon 97310
Phone: 378-3805

Expires: 6-29-73

MATERIAL REMOVAL PERMIT NO. 0736

LINN COUNTY (3)

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

/s/ William S. Cox
William S. Cox, Director

June 27, 1972
Date

Anniversary date: June 27

OPERATOR'S COPY

RECEIVED
COUNTY & CITY SECTION
JUL 21 1972
☐ ☐ ☐ ☐ ☐
☐ ☑ ☐ ☒ ☐

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 0736

(x) 1. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.

(x) 2. The river will not be diverted from its present channel.

( ) 3. Following the removal of material, the stream in the removal area shall be returned (1) __ to a single channel, or (2) __ to its original channel.

(x) 4. All potholes or removal pits will be leveled or connected to the river upon completion of a season's work or when fish become trapped.

( ) 5. Dikes shall be constructed in a fashion so as to prevent abnormal washing of stream banks.

( ) 6. No dike construction, channel change or operation of equipment shall be done in the active flowing stream from ______________________ ______________ without prior written approval from the Division of State Lands.

(x) 7. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent a turbidity increase in the stream of more than 5 JTU's over stream background.

(x) 8. No equipment shall be operated in the active flowing stream.

( ) 9. No material shall be removed from permit area between the period of ______________________________ without prior written approval of the Division of State Lands, or as outlined in Special Conditions below.

( ) 10. Material shall not be removed to a depth greater than ______ feet __ above, __ below the floor of the adjacent stream bed.

Others:

( ) 11. ______________________________

( ) 12. ______________________________

June 27, 1972

Please submit in duplicate

0736

REMOVAL/FILL PERMIT APPLICATION

Name of Applicant: Linn County (3) Oregon
Corporate Name or Individual (Please Print)
3010 Industrial Way
Albany, Oregon 97321 926-9451
Address Zip Telephone No.

Gordon B Wallace Assistant County Engineer
Signature of Applicant (Title)

Name of Contractor: The contractor is unknown at this time

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~and/or Placed in Fill~~ River Gravel

b) Estimated Quantity (Removal) 18000 Cubic Yards ~~(Fill)~~

c) Method of Removal ~~and/or Fill~~ Backhoe or dragline and trucks.

d) Placement of Materials After Removal To be hauled directly to the bridge approaches

e) Purpose and Proposed Use of Removal ~~and/or Fill~~ To construct the approaches to the the new Green's Bridge

f) Source of Fill Material (If Applicable) DNA

g) Proposed Period of Activity. Removal May to September 1973

Fill

h) Precautions to Prevent Damage to Waterway Watertight berms around the excavation

Location.

a) Name of Stream as Listed on Map North Santiam River

b) Tributary of Willamette

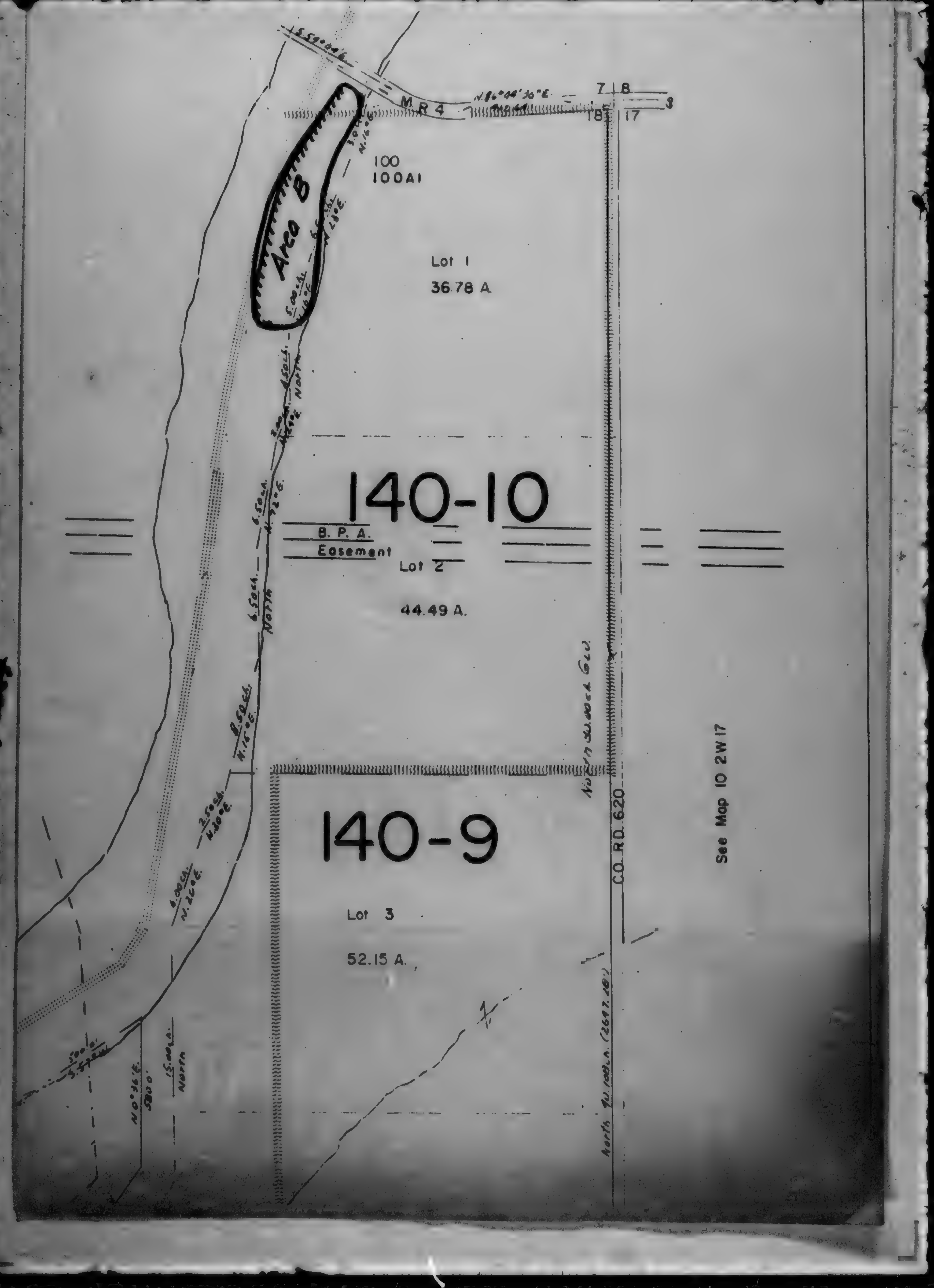
c) Located in County of Linn Section 7 & 18 Twp. 10S R. 2 W

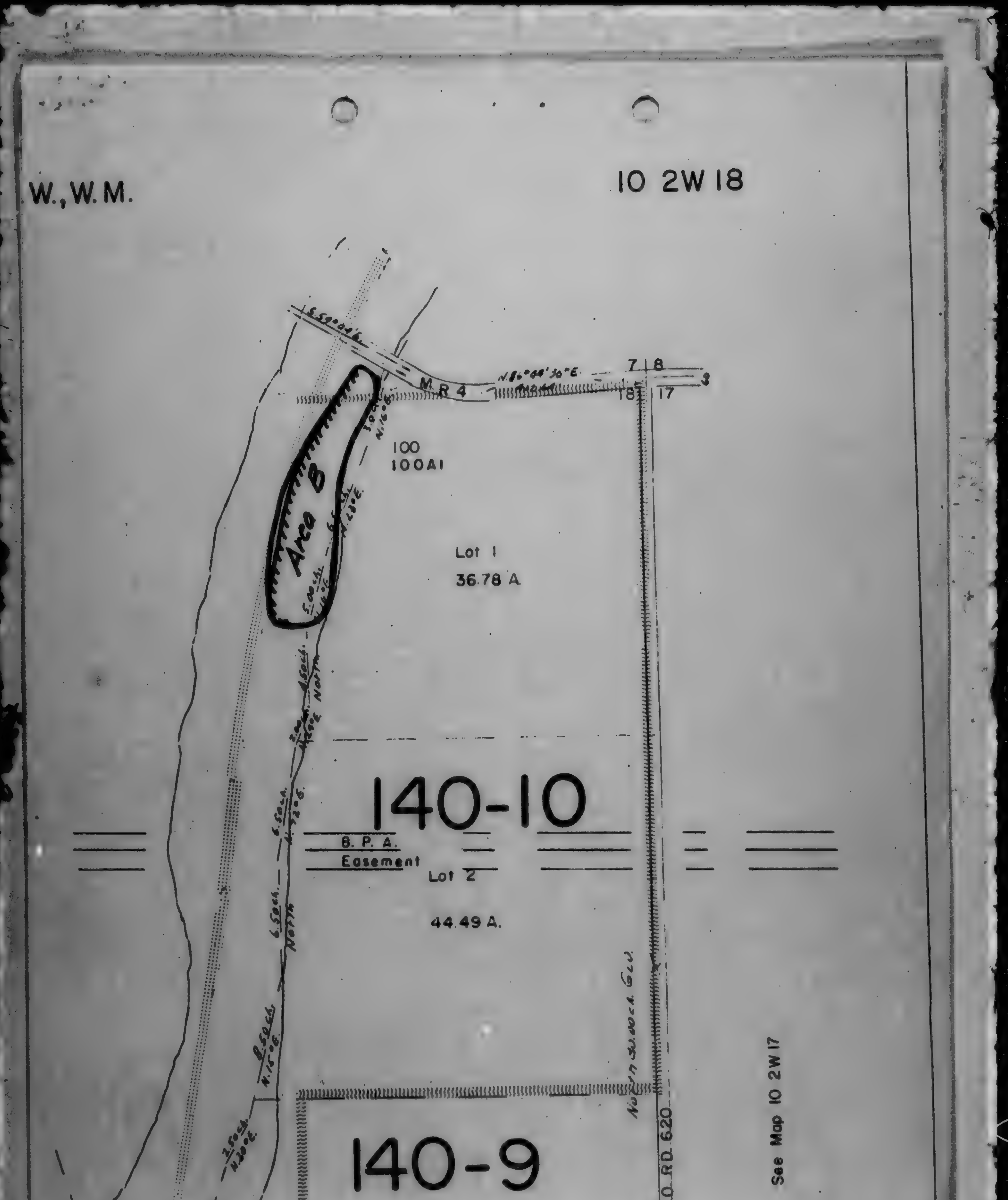
d) Map (Attach County Assessor's Plat or Equivalent Showing Location of Proposed Removal and/or Fill Operation)

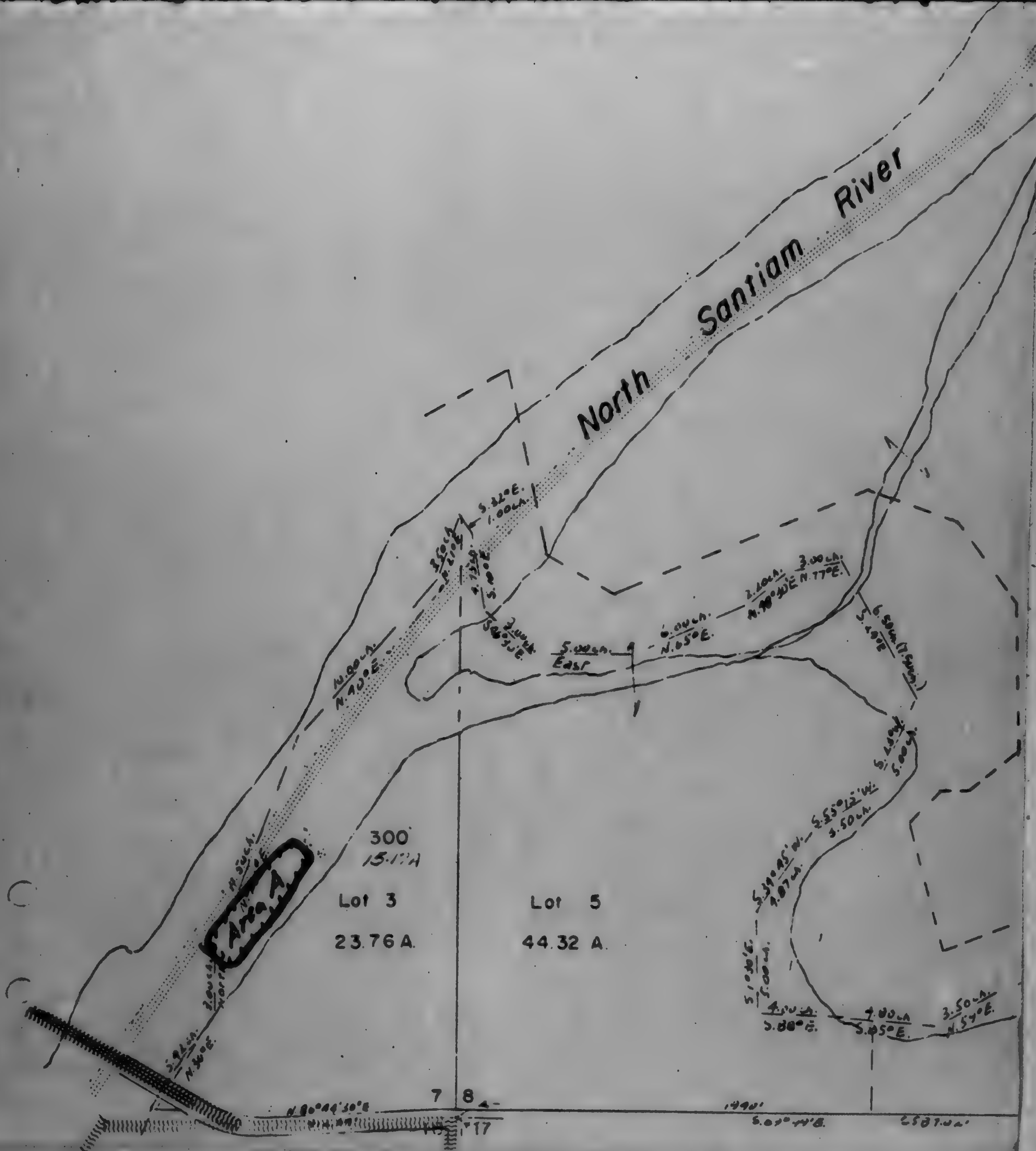
Mail To: Division of State Lands
502 Winter Street N.E.
Salem, Oregon 97310

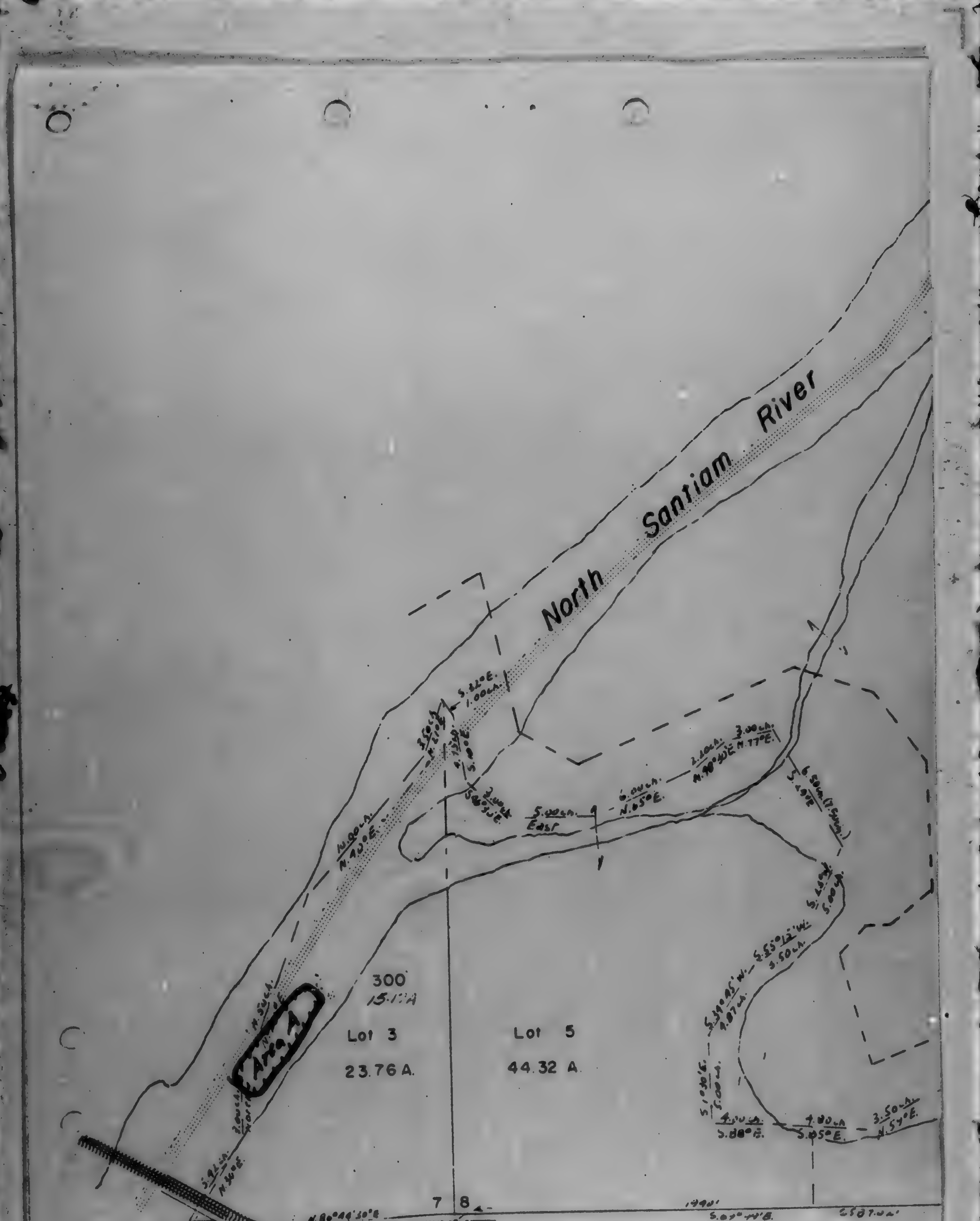
For Additional Information, Phone 378-3805.

RECEIVED
MAY 18 1972
DIVISION OF STATE LANDS
REMITTANCE $50⁰⁰

S.59°00'E.
M.R 4
N.86°44'30"E.
7 8
18 17
8
3.00
N.16°E.
100
100A1
Area B
6.
N.28°E.
5.00ch.
N.16°E.
Lot 1
36.78 A.
4.50ch.
North
3.00ch.
N.10°E.
6.50ch.
N.22°E.
140-10
B. P. A.
Easement
Lot 2
44.49 A.
6.50ch.
North
8.50ch.
N.15°E.
2.50ch.
N.30°E.
6.00ch.
N.26°E.
140-9
Lot 3
52.15 A.
CO. RD. 620
See Map 10 2W 17
North 40.00ch.
North 40.00ch. (2647.20')
5.00ch.
S.57°W.
N.0°16'E.
580.0'
15.00ch.
North


W., W.M.
10 2W18
S.59°04'E.
M.R 4
N.86°44'30"E.
7
8
18
17
3
3.0ch. N.16°E.
100
100A1
Area B
6.5ch. N.28°E.
5.00ch. N.16°E.
4.50ch. North
3.00ch. N.49°E.
6.50ch. N.32°E.
6.50ch. North
8.50ch. N.15°E.
2.50ch. N.20°E.
6.00ch. N.26°E.
Lot 1
36.78 A.
140-10
B. P. A.
Easement
Lot 2
44.49 A.
North 30.00ch. GLO.
C.O. RD. 620
See Map 10 2W17
140-9
Lot 3
52.15 A.


North Santiam River
S. 32°E.
1.00 ch.
N. 40°E.
5.00 ch.
East
6.00 ch.
N. 65°E.
3.00 ch.
N. 77°E.
6.50 ch.
S. 55°12' W.
3.50 ch.
S. 39°45' W.
4.87 ch.
4.50 ch.
S. 88°E.
4.00 ch.
S. 85°E.
3.50 ch.
N. 54°E.
Area A
300
15.1 A
Lot 3
23.76 A.
Lot 5
44.32 A.
N. 36°E.
N. 80°44'30"E.
7
8
17
1440'
2587.0'


North Santiam River
S. 22° E.
1.00 ch.
5.00 ch.
East
6.00 ch.
N. 65° E.
3.00 ch.
N. 77° E.
6.50 ch.
N. 40° E.
S. 55° 12' W.
3.50 ch.
S. 39° 45' W.
4.87 ch.
4.00 ch.
S. 88° E.
4.00 ch.
S. 65° E.
3.50 ch.
N. 54° E.
300
Lot 3
23.76 A.
Lot 5
44.32 A
Area A
N. 80° 44' 30" E
7
8
17
1490'
S. 89° 44' E.

RICHARD DALKE, P.E.
County Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321

Phone 926-9451

GORDON B. WALLACE, P.E.
Assistant County Engineer

DEL BURKHART
Road Superintendent

June 23, 1972

RECEIVED
COUNTY & CITY SECTION
JUN 27 1972
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Oregon State Highway Division
County-City Section
Highway Building
Salem, Oregon 97310

Attention: Harold Reynoldson

Re: Green's Bridge

Gentlemen:

In accordance with your request for certification of acquisition of right-of-way for the above referred project, this is to advise that Linn County has acquired property and a construction easement as shown on Exhibit "A" attached hereto. Also, the Linn County Board of Commissioners has begun the resolution procedure for obtaining the remainder of the necessary right-of-way. It is anticipated that this procedure will be completed by mid July, 1972.

We would like to have the project (structure only) remain on the July 27, 1972, bid opening schedule since we have adequate access to the structure site.

The certification will be executed as soon as all of the right-of-way has been acquired.

Sincerely,

Richard Dalke

Richard Dalke
Linn County Engineer

RD:bms
Encl. (2)

NOTE: per E.S. Hunter
of 8:15 am 6-27-72

Thurs. - July 20th
5pm RW Clear or
job off till August.

Called Dick Dalke -
Talked to Mr Wallace (Ass't Eng'r)
Told him R/W must be clear
by 5 PM July 20 or project would
be moved to Aug letting
6/27/72 HR

RECEIVED
COUNTY & CITY SECTION
JUN 27 1972
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 126

Project Name
N. Santiam R. (Greens) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured, as shown on the attached map.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon,

this 26th day of June, 1972

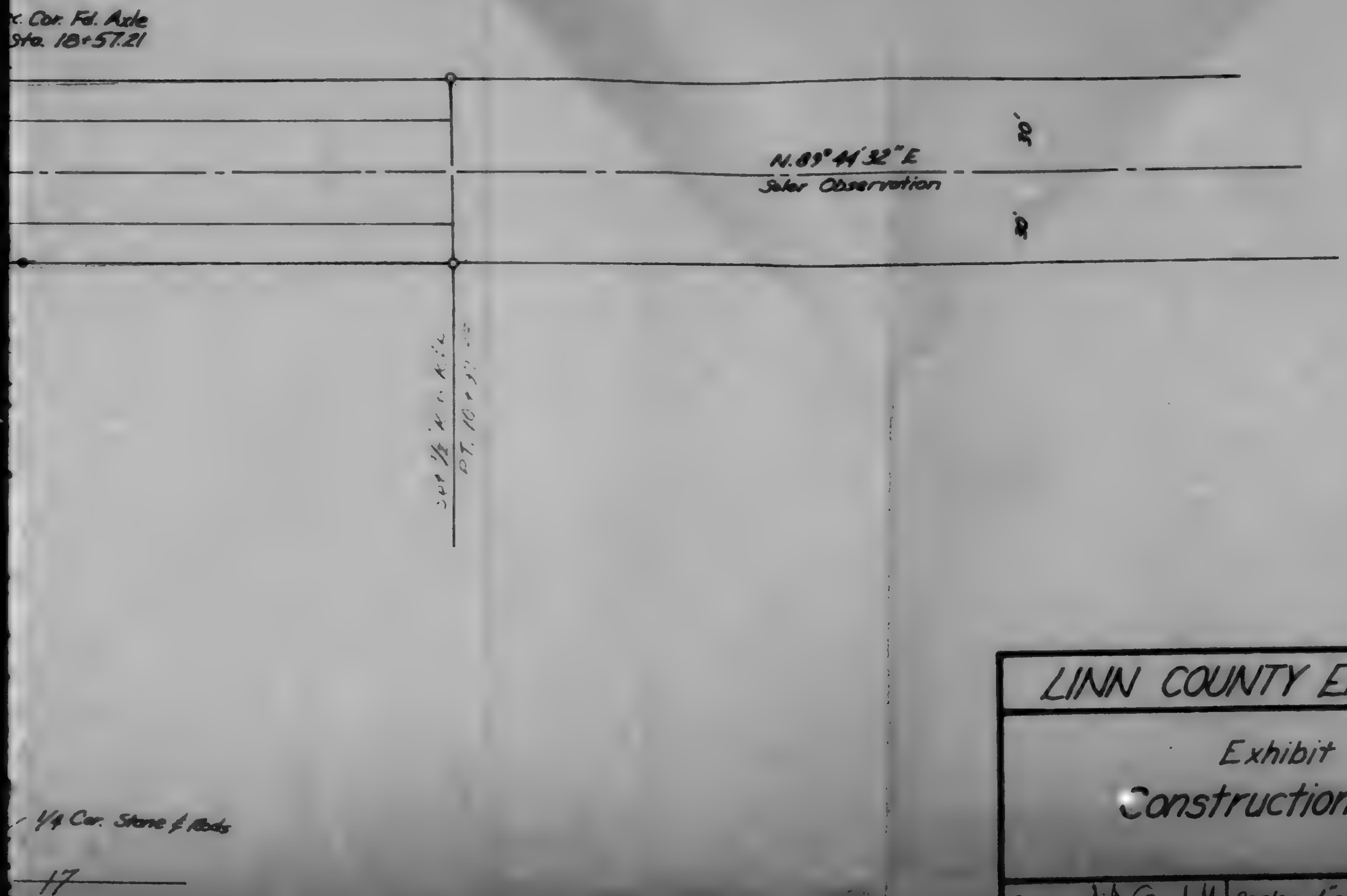
Linn ~~and Marion~~ County

______________ Chairman

Eugene A Richardson
Commissioner

Burl Ingram
Commissioner

(5/12/70)

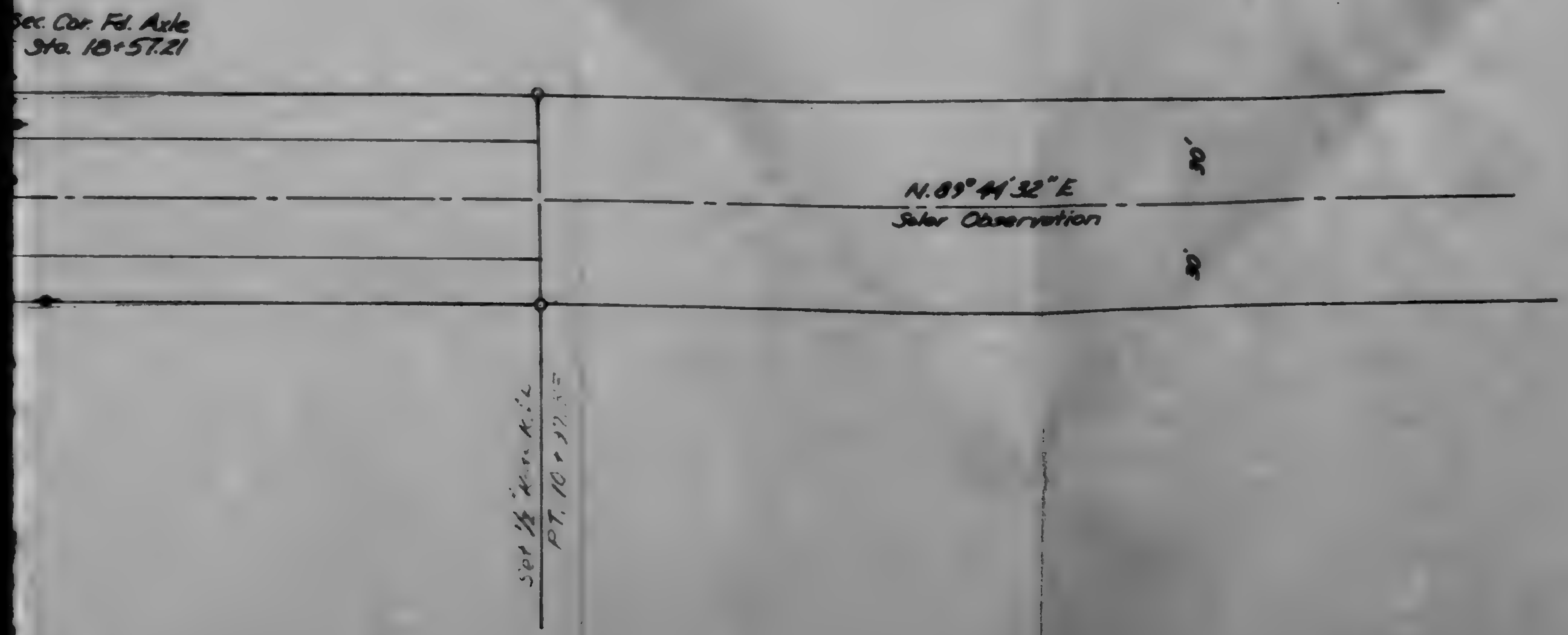

c. Cor. Fd. Axle
Sta. 18+57.21
N.89°44'32"E
Solar Observation
30'
30'
Set 1/2" N. Axle
PT. 10+9
1/4 Cor. Stone & Rods
17

LINN COUNTY ENGINEER'S OFFICE

Exhibit "A"

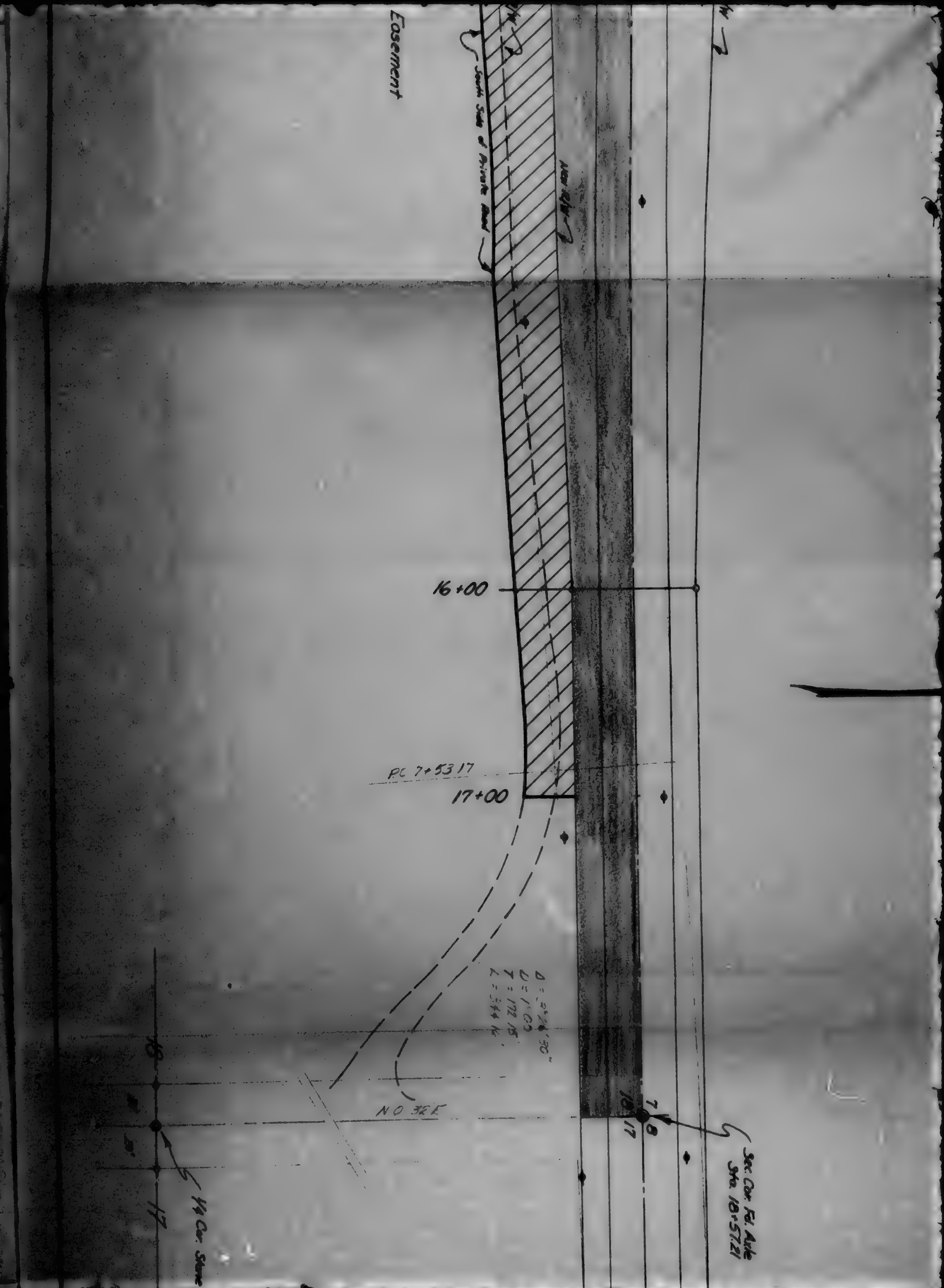
Construction Easement

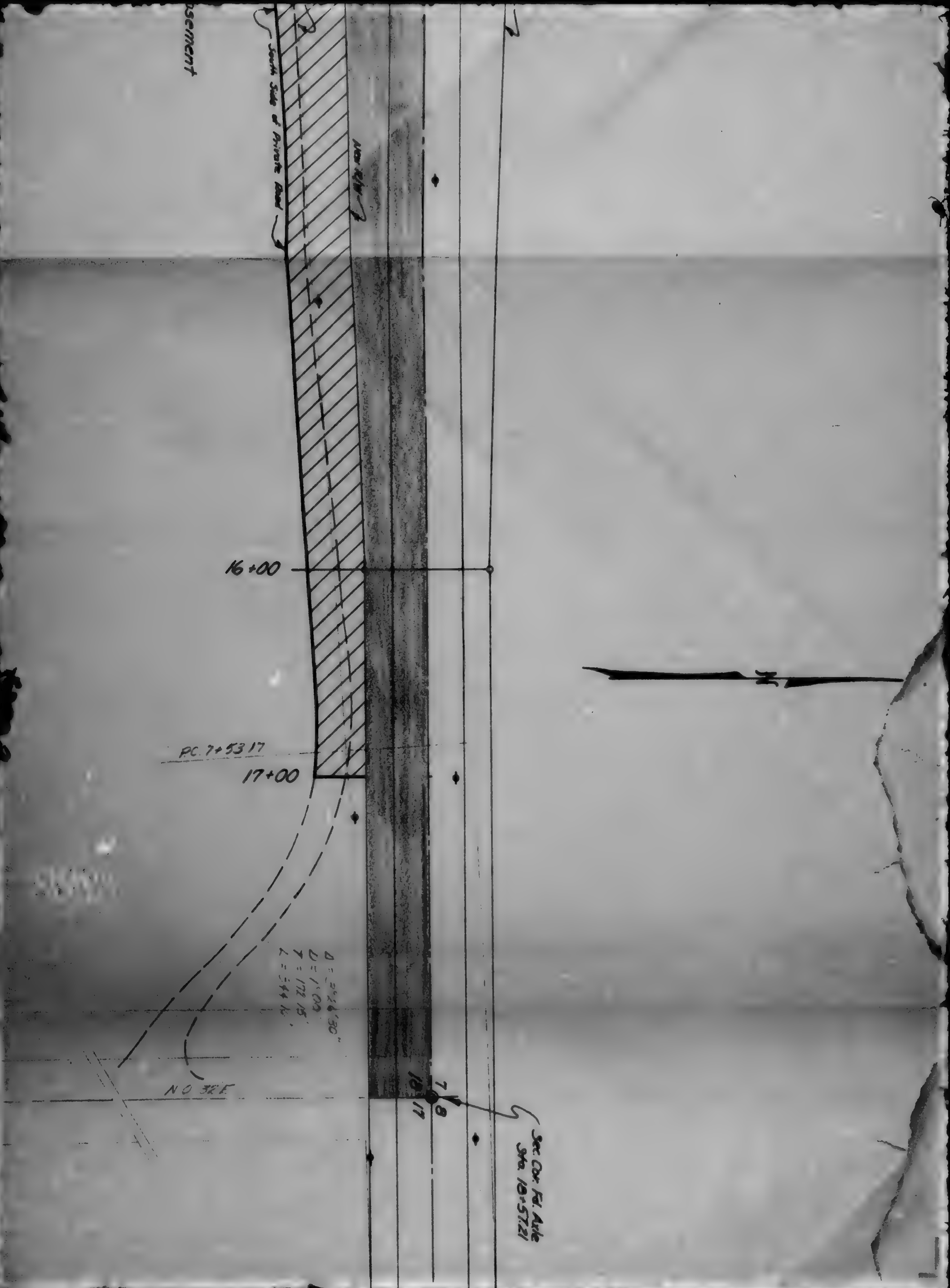
Drawn:	Scale: 1" = 50'	Date: April 28, 1972
		File No.
	Dwg No.	
	Sheet 1 Of 1	

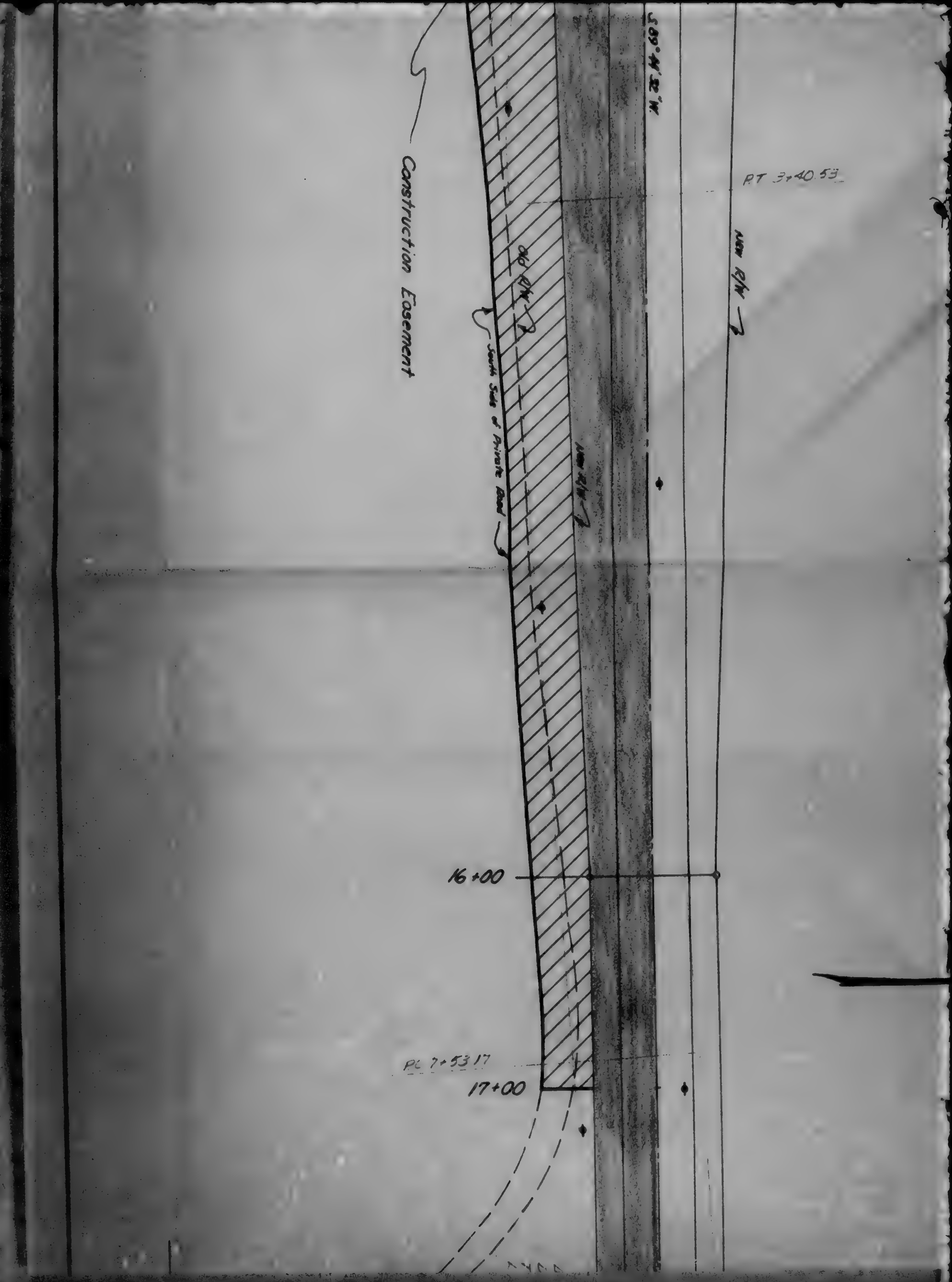

Sec. Cor. Fd. Axle
Sta. 18+57.21
N.89°44'32"E
Solar Observation
30'
30'
Set ½" [illegible]
PT. 10+97.57

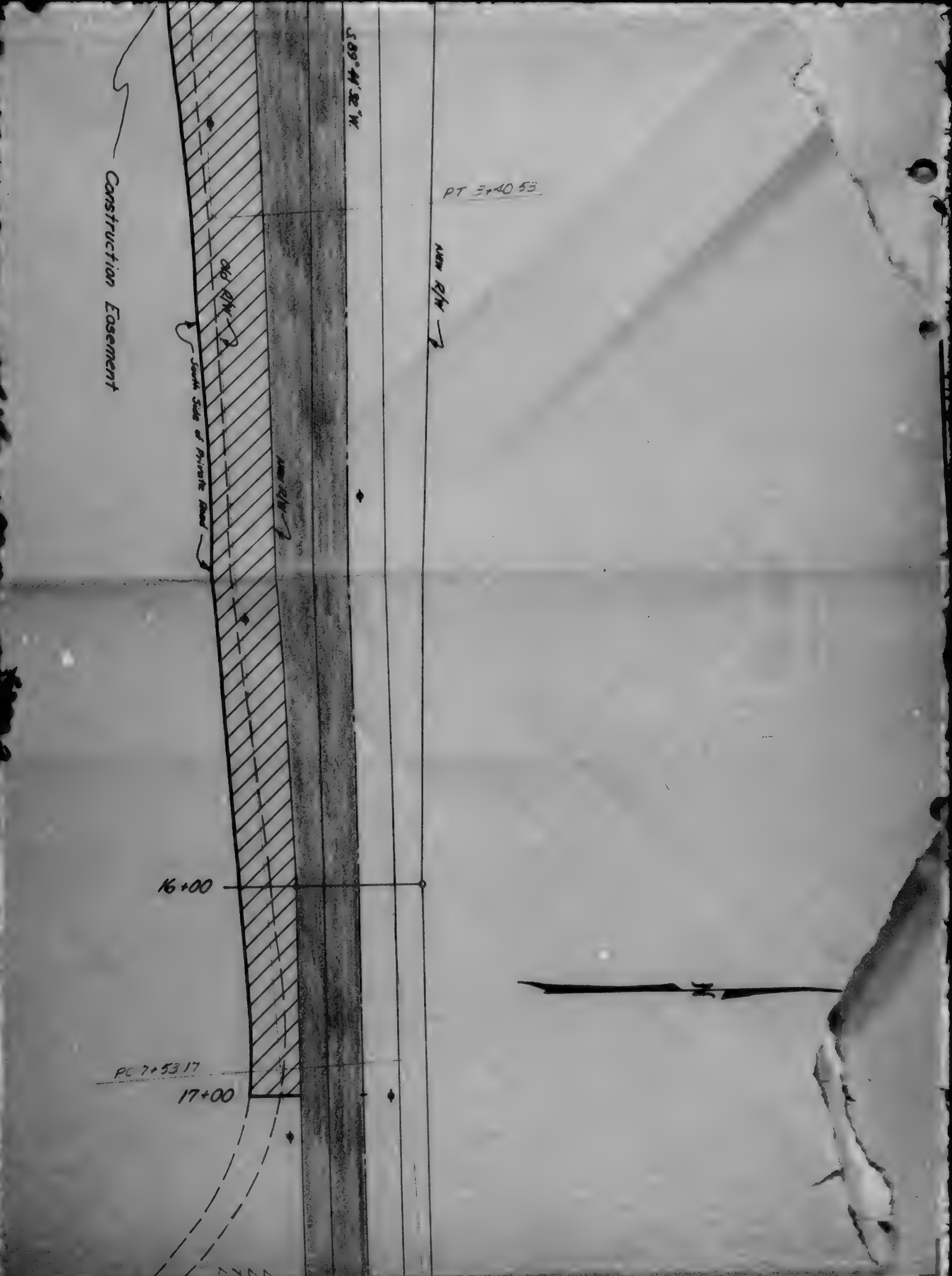
LINN COUNTY ENGINEER'S OFFICE

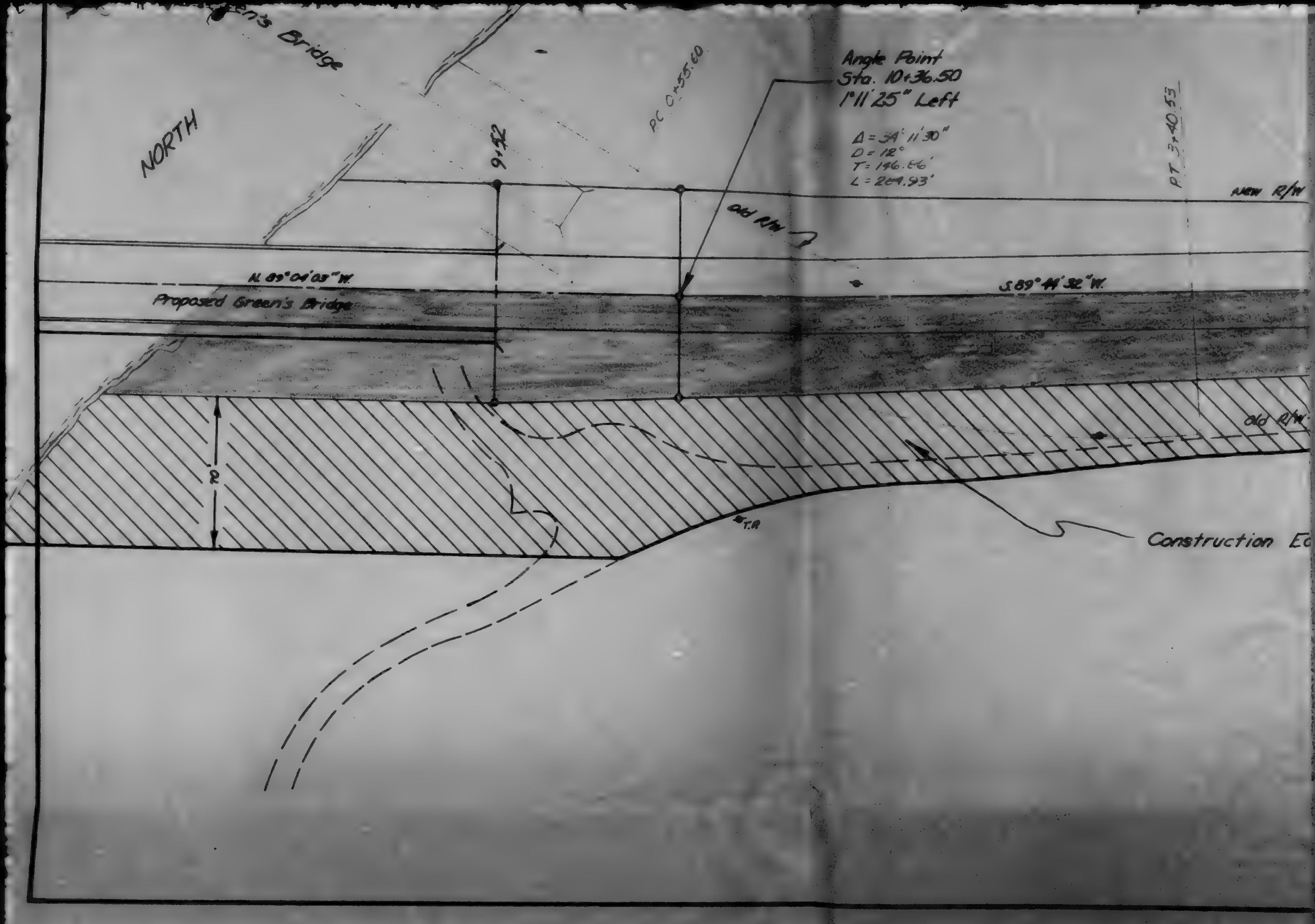
Exhibit "A"

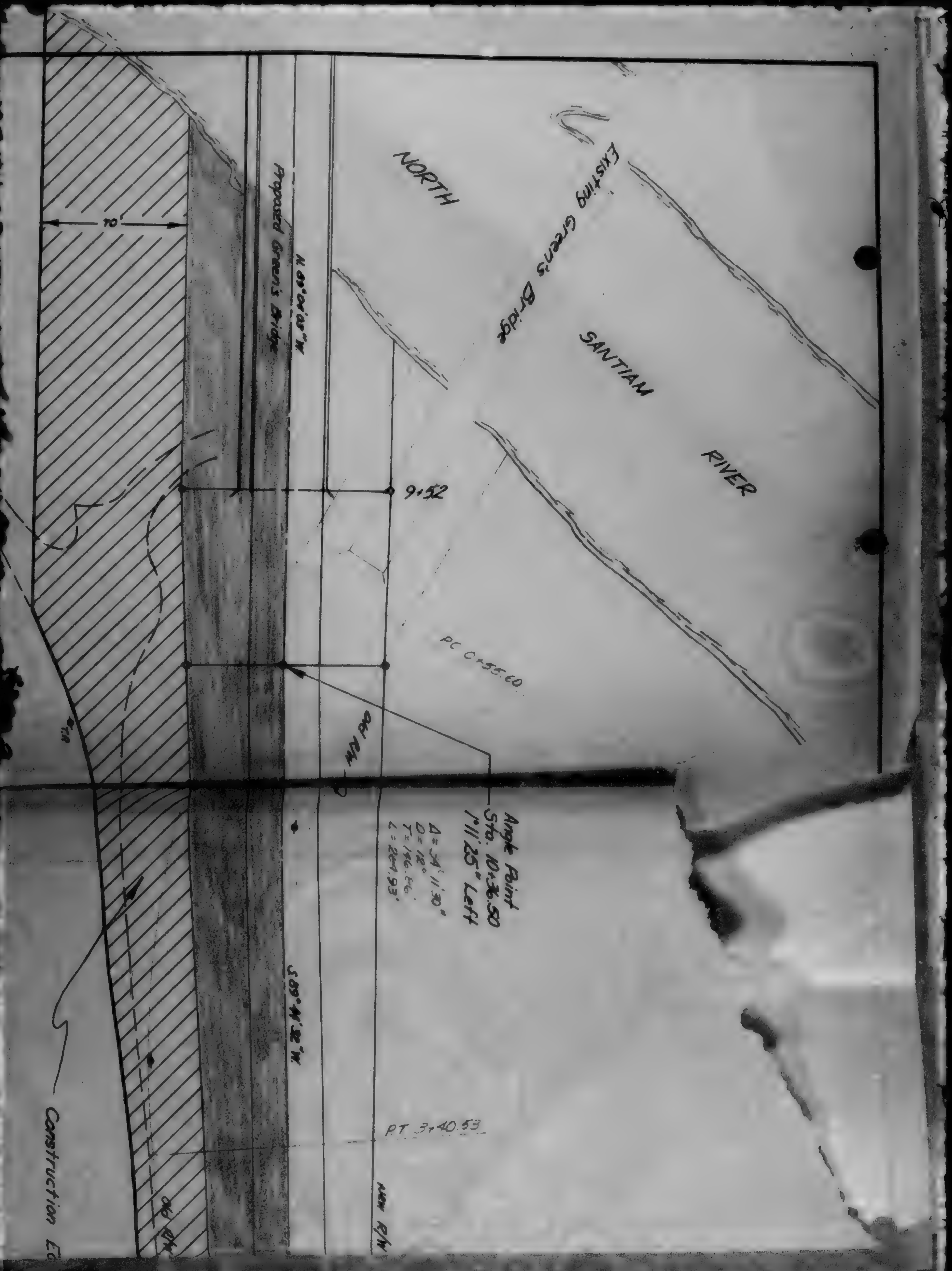
Easement
South Side of Private Road
New R/W
R/W
16+00
17+00
PC 7+53.17
Δ = 2°21'30"
D = 1°00'
T = 172.15'
L = 344.16'
N 0 32 E
18
17
7
8
18
17
¼ Cor. Stone
Sec. Cor. Fd. Axle
Sta. 18+57.21

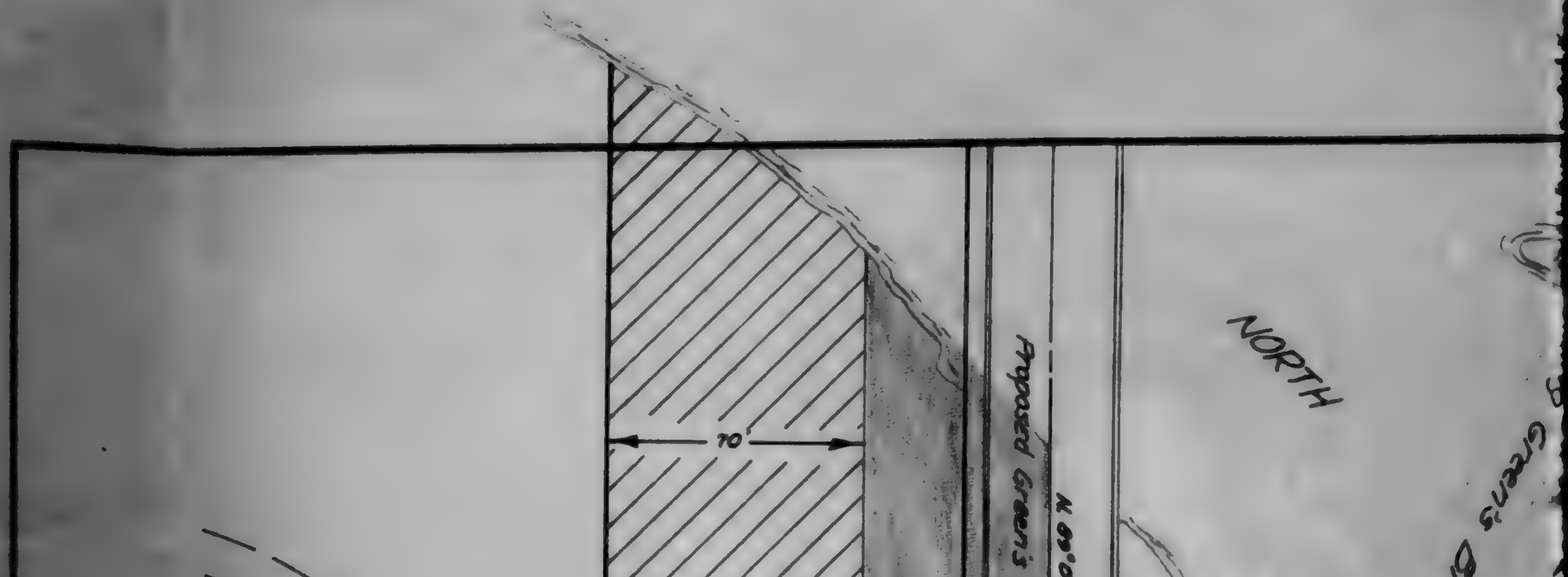
sement
South Side of Private Road
New R/W
16+00
P.C. 7+53.17
17+00
Δ = 3°26'30"
D = 1°00'
T = 172.15'
L = 344 ft.
N 0 32 E
18
7
17
8
Sec. Cor. Fd. Axle
Sta. 18+57.21
N

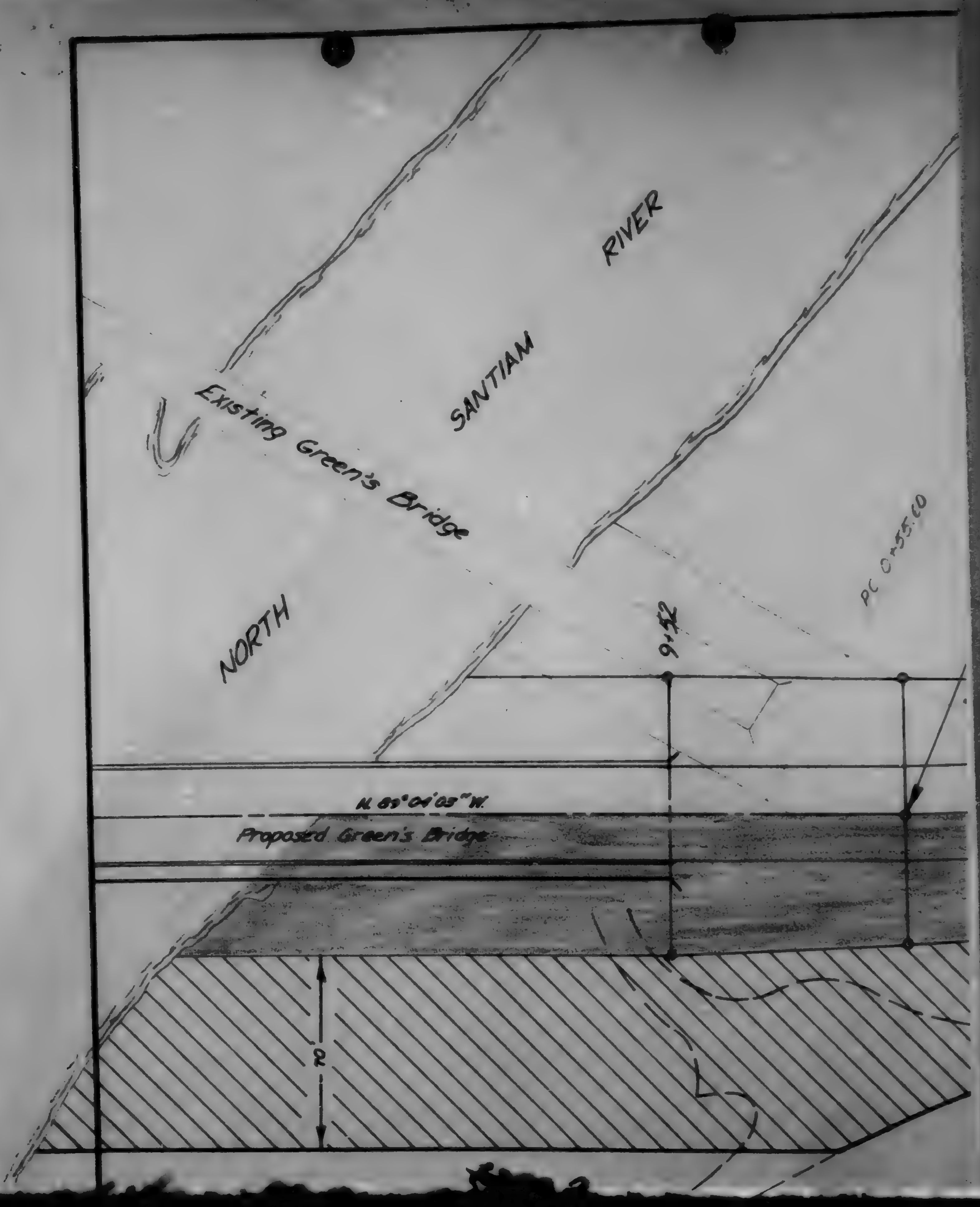

Construction Easement
S 89°44'32"W
P.T. 3+40.53
New R/W
Old R/W
South Side of Private Road
New R/W
16+00
P.C. 7+53.17
17+00


Construction Easement
S 89°41'32"W
PT 3+40.53
New R/W
Old R/W
South Side of Private Road
New R/W
16+00
N
PC 7+53.17
17+00


...en's Bridge
NORTH
9+52
P.C. 0+55.60
Angle Point
Sta. 10+36.50
1°11'25" Left
Δ=34°11'30"
D=12°
T=146.86'
L=284.93'
P.T. 3+40.53
New R/W
old R/W
N. 89°04'03" W.
Proposed Green's Bridge
S.89°44'32" W.
R
T.R
old R/W
Construction E


Existing Green's Bridge
NORTH
SANTIAM
RIVER
Proposed Green's Bridge
N 89°04'08" W
10
9+52
PC 0+55.60
Old R/W
Angle Point
Sta. 10+36.50
1°11'25" Left
Δ=34°11'30"
D=12°
T=146.86'
L=284.93'
S 89°44'32" W
PT 3+40.53
New R/W
Old R/W
Construction Ea


70'
Proposed Green's Bridge
N 09°04'05"W
NORTH
Green's Bridge
9+52
PC 0+55.60


Existing Green's Bridge
SANTIAM
RIVER
NORTH
PC 0+55.60
9+52
N 89°04'05" W
Proposed Green's Bridge
70'

Copy to - John Oaks
M.N. Chase
C.G. Swenson
J B Boyd

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

6-15-72

Attention: County and City Section

SUBJECT: Federal Aid Project No. __________

Highway No. FAS 126

Project Name
N. Santiam R. (Greens) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon,

this 15 day of June, 19 72.

~~Linn and~~ Marion County

Henry C. Mattson
Chairman

Pat McCarthy
Commissioner

____
Commissioner

RECEIVED
COUNTY & CITY SECTION
JUN 16 1972
☑ ENGR. ☑ COOR ☑ JE ☑ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

16

(5/12/70)

C H

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

cc's se 6/16/72:

E. S. Hunter
L. H. Young
W. J. Hart (4)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (4)
J. R. Boyd (8)

June 14, 1972

RECEIVED
COUNTY & CITY SECTION
JUL 11 1972
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Mr. George M. Baldwin
Highway Division
Highway Building
Salem, Oregon 97310

Attention Frank Hall

Dear Mr. Baldwin:

The following proposed projects transmitted to us by your letter dated June 8, 1972 have been reviewed.

FAS-C 1. North Santiam River (Green's) Bridge Section
FAS 126
Linn County

P.L. Loc 2. Big Creek (Knappa) Bridge Section
County Road (Old Columbia River Hwy.)
Clatsop County

P.L. Loc 3. Bilyeu Creek (Camp Morrison) Bridge Section
County Road 830
Linn County

Parks 4. Champoeg State Park
Bicycle Trail
Marion County

We anticipate no fishery conflicts providing the work is done so that stream water quality and fish passage are maintained. Also, we recommend the construction be scheduled during low water period.

Your consideration will be appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc OGC

CAD

NOTED
R. D. ASBURRY

RECEIVED
JUN 16 1972
DESIGN SECTION

Requires Reply
Requires Approval
Other

Chase

NOTED
R. N. CHASE

☑ [illegible] ☑ [illegible] ☑ CE ☒ AE ☑ UC
☑ [illegible] ☑ [illegible] [illegible] ☑ [illegible] ☐

June 13, 1972

Mr. Richard Dalke
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

N. Santiam R. (Greens) Bridge Section
FAS 126
Linn and Marion Counties

Dear Mr. Dalke:

Two copies of the Right-of-Way Certificate for this project are enclosed. Would you please complete them and return one signed copy to this office.

This copy should be returned to us by June 22 so that we can get this project on the July 27 schedule.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:lat
Encl.

☑ ENGR. ☑ [illegible] ☑ CC ☒ AE ☑ UE
☑ [illegible] ☑ CC Cg ☑ H.E ☐

June 13, 1972

Mr. John Anderson
Director of Public Works
Courthouse
Salem, Oregon 97301

N. Santiam R. (Greens) Bridge Section
FAS 126
Linn and Marion Counties

Dear Mr. Anderson:

Two copies of the Right-of-Way Certificate for this project are enclosed. Would you please complete them and return one signed copy to this office.

This copy should be returned to us by June 22 so that we can get this project on the July 27 schedule.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
for County and City Engineer

HR:lat
Encl.

RECEIVED JUN 12 1972

June 9, 1972
(date)

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 126

Section N. Santiam River (Greens) Bridge: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
JUN 19 1972
☑ ENGR. ☐ C.COR. ☑ ☑ ☑ UE
☑ UPE ☑ CE ☑ RE ☑ PPE ☐

June 14 1972
(date)

By Floyd C.

By Eugene A. Richardson
Commissioner

By Burl Ingram
Commissioner

cc: L. H. Young
Attn: Duane Ridings

June 9, 1972
(date)

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 126

Section N. Santiam River (Greens) Bridge: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
JUN 16 1972
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

(date)

By Henry C. Mattson

By Pat McCarthy
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

for Linn Co

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 26, 1972

2

CAPITAL JOURNAL, Salem 97301
OREGON STATESMAN, Salem 97301
DEMOCRAT-HERALD, Albany 97321
REVIEW, Jefferson 97352

Attn: Classified Ads Department

RECEIVED
COUNTY & CITY SECTION
MAY 26 1972
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ BPE ☑

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties near the city of Jefferson, Oregon, relative to the proposed construction of the North Santiam River (Greens) Bridge Section of Greens Bridge Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, June 2, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. B. Boyd, Region Engineer in Salem, 378-2626.

Very truly yours,

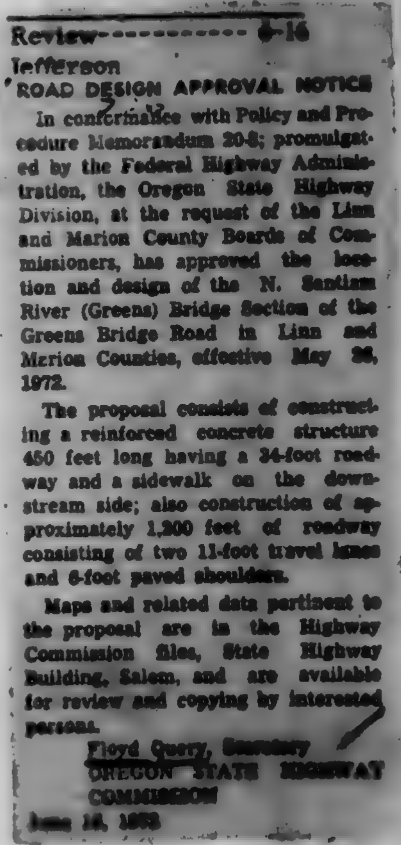
Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMIS

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Programing
Planning
Accounting: 522-1413-980
County and City
Public Affairs
J. B. Boyd, Region 2

George Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Victor Wolfe
F. L. Hall
D. H. Moehring
R. N. Chase
B. L. Gifford



Review ------------ 6-16
Jefferson

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8; promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Linn and Marion County Boards of Commissioners, has approved the location and design of the N. Santiam River (Greens) Bridge Section of the Greens Bridge Road in Linn and Marion Counties, effective May 26, 1972.

The proposal consists of constructing a reinforced concrete structure 450 feet long having a 34-foot roadway and a sidewalk on the downstream side; also construction of approximately 1,200 feet of roadway consisting of two 11-foot travel lanes and 6-foot paved shoulders.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

June 16, 1972

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Linn and Marion County Boards of Commissioners, has approved the location and design of the N. Santiam River (Greens) Bridge Section of the Greens Bridge Road in Linn and Marion Counties, effective May 26, 1972.

The proposal consists of constructing a reinforced concrete structure 450 feet long having a 34-foot roadway and a sidewalk on the downstream side; also construction of approximately 1,200 feet of roadway consisting of two 11-foot travel lanes and 6-foot paved shoulders.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt
5/26/72

CAPITAL JOURNAL, Salem
OREGON STATESMAN, Salem
DEMOCRAT-HERALD, Albany
REVIEW, Jefferson

5-26-72

LOCATION - DESIGN APPROVAL

COUNTY: Linn & Marion

SECTION: N. Santiam River (Greens) Bridge

FAS NO.: 126

ROAD NAME: Greens Bridge Road

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 450 feet long having a 34 foot roadway and a sidewalk on the downstream side; plus construction of approximately 1,200 feet of roadway consisting of two 11-foot travel lanes and 6-foot paved shoulders.

ESTIMATED COST: $500,000

HIGHWAY COMMISSION APPROVAL: November 24, 1971

HEARING: January 20, 1972 by County

STATE CLEARINGHOUSE REVIEW: December 28, 1971

SECTION 204 REVIEW: January 12, 1972 by Mid Willamette Valley COG

HEARING CERTIFICATION: February 25, 1972

ENVIRONMENTAL STATEMENT: Negative Declaration, May 8, 1972 by FHWA

REMARKS:

APPROVED: May 26 19 72

EG Hunter
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
MAY 31 1972
☑ ENGR. ☑ COOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ OE ☒ RE ☑ RPE ☐

☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ [illegible] ☐ RPE ☐

SALEM, OREGON
May 26, 1972

N. Santiam River (Greens) Bridge
Greens Bridge Road, FAS 129
Linn & Marion Counties

Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Att.

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: North Santiam River (Greens) Bridge
Highway: F.A.S. 126
County: Linn and Marion
Prefix: 522-1413

Res. Engr.
Approx. Length 0.35± mile
Sta. 0+00 ± to Sta. 18+57 ±
Date 5-25-72

Mean Truck A.D.T. 123.0
Traffic Coefficient 7.2
18 kip s. a. per day 20.1

Annual Precipitation 51"± (Stayton)
Frost Penetration - - -
CBE Total Requirement *17.5"

(1)

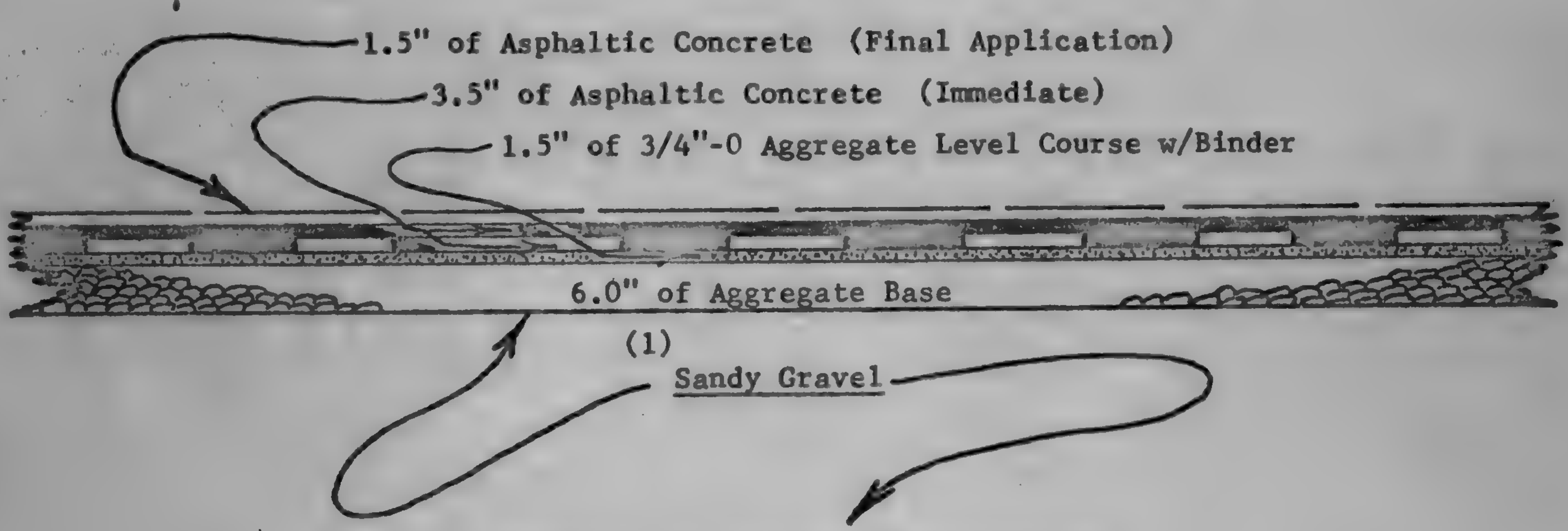
Typical Soil	
21	LL
3	PI
38	%P 10
11	%P 200
62	% Gravel
20	% C Sand
7	% F Sand
8	% Silt
3	% Clay
50	R Value
A-1-a	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
7.0	3.5	A.C. (I.)
1.5	1.5	A.L.
6.0	6.0	A.B.
*17.5	12.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
1.5" of 3/4"-0 Aggregate Level Course w/Binder
6.0" of Aggregate Base
(1)
Sandy Gravel

*Minimum for Traffic Classification

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JUN 8 - 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ UPE ☐

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Deputy [illegible]. State Highway Engineer

SECTION: North Santiam River (Greens) Bridge

HIGHWAY: F.A.S. 126

COUNTY: Linn and Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	3/4"-0 *Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
6.0 - 7.0	3.0"	1.5"	7.5"	15.0"	12.0"
4.8 - 6.0	2.0"	1.5"	7.0"	12.5"	10.5"
Cars Only	2.0"	1.5"	5.5"	11.0"	9.0"

Remarks:

The total surfacing thickness is based on gravel borrow with a minimum R value of 50.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0 " Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8 " Aggregate Base
1.0" Cement Treated Base = 1.8 " Aggregate Base
1.0" Oil Mat = 1.1 " Aggregate Base
1.0" Aggregate Subbase = 0.8 " Aggregate Base
1.0" Lime Treated Subgrade = 0.8 " Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: North Santiam River (Greens) Bridge

HIGHWAY: F.A.S. 126

COUNTY: Linn and Marion

1100 Present ADT (1972)

8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	65	1.7	111	88	450	39,600
3	20	1.7	34	27	1000	27,000
4	1	1.7	2	2	1250	2,500
5	4	1.7	7	6	3180	19,080
6	0	---	---	--	2570	- - -
				123 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 88,180

TWENTY YEAR EWL 1,763,600

TRAFFIC COEFFICIENT 7.2

SECTION: North Santiam River (Greens) Bridge

HIGHWAY: F.A.S. 126

COUNTY: Linn and Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks: ___
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.35± mile) project.

Traffic does not warrant the use of C.R.P.C.C.

RECEIVED
COUNTY & CITY SECTION
MAY 17 1972
☐ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ BE ☐ RE ☐ PPE ☐

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 16, 1972

CAPITAL JOURNAL, Salem 97301
OREGON STATESMAN, Salem 97301
DEMOCRAT-HERALD, Albany 97321
REVIEW, Jefferson 97352

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties near the city of Jefferson, Oregon, relative to the proposed construction of the North Santiam River (Greens) Bridge Section on Greens Bridge Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, May 19, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. B. Boyd, Region Engineer in Salem, 378-2626.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Programing
Planning
Accounting: 522-1413-980
County and City Section
Public Affairs
J. B. Boyd, Region 2
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Victor Wolfe
F. L. Hall
D. H. Moehring
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Linn and Marion County Boards of Commissioners, after study of the engineering, environmental, and socio-economic aspects, has requested the Oregon State Highway Divison's location and design approval of the North Santiam River (Greens) Bridge Section in Linn and Marion Counties, Oregon.

The proposal consists of constructing a reinforced concrete structure 450 feet long having a 34-foot roadway and a sidewalk on the downstream side; also construction of approximately 1,200 feet of roadway consisting of two 11-foot travel lanes and 6-foot paved shoulders.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt
5/16/72

CAPITAL JOURNAL, Salem
OREGON STATESMAN, Salem
DEMOCRAT-HERALD, Albany
REVIEW, Jefferson

FAS 126
Linn/Marion

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1972
13

SUBJECT:

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

N. Santiam River (Greens)
Br. Section
FAS 126
Linn & Marion Counties

From:
Donald R. Byard
Environmental Director

RECEIVED
COUNTY & CITY SECTION
APR 18 1972
☑ ENGR. ☑ COOR. ☑ SE ☑ AE ☑ OE
☑ OPE ☑ CE ☑ OE ☐ OPE ☐

The subject environmental statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and environmental aspects of the project.

If you agree, please sign four copies and return same to this office for submission to FHWA for concurrence.

Attachment
GAP:dg
cc F. L. Hall
R. E. Royer
V. D. Wolfe
H. S. Cox ✓
B. L. Gifford

✓

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 12, 1972

RECEIVED
COUNTY & CITY SECTION
MAY 9 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Negative Declaration
N. Santiam R. (Greens) Br. Sec.
FAS 126
Linn and Marion Counties

This Negative Declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project site is located on Greens Bridge Road where it crosses the North Santiam River approximately two miles east of Jefferson.

The proposal consists of constructing a reinforced concrete bridge 450 feet long having a 34-foot roadway and a sidewalk on the downstream side. Included in the project is the construction of approximately 1,200 feet of realigned roadway consisting of two 11-foot travel lanes and 6-foot paved shoulders, installation of guardrail, and removal of the old bridge.

PURPOSE OF PROJECT The purpose of the project is to replace an existing, narrow, unsafe steel truss bridge consisting of a 378-foot steel through truss and three 19-foot timber spans and having a 17.5-foot roadway. By constructing the new bridge downstream (southerly) from the present structure, the near-tangent alignment of the proposed roadway will eliminate and replace a 10 degree curve and an 18 degree curve in the existing road.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Greens Bridge Road is an inter-county arterial connecting two state highways in Marion and Linn Counties. It provides farm-to-market, school bus, mail and commercial services to several communities in the two-county area. The most significant impact of the proposed project will be in providing a safe and convenient route for the local and regional road user.

The project, being on revised alignment, necessitates the acquisition of additional property outside of existing rights-of-way and properties now owned or held by the counties; however, no one will be required to be moved or relocated from his home or property. Total takings on the Marion County side amount to 1,775 square feet which comprise two narrow strips of land adjacent to property now owned by the County. Two parcels of tillable farmland amounting to a total of 0.8 acre will be acquired on the Linn County side. All properties to be acquired will be appraised and the owners offered fair market value. The counties have indicated that, where feasible, existing rights-of-way and properties not needed for the project may be exchanged for the required land. Although some agriculture lands will be removed from production, the property owners most affected testified in favor of the proposed project at the public hearing.

There are no publicly owned parks, recreation facilities, or historical sites that will be affected by the proposed construction. An available drift boat access is presently located on private property on the easterly bank of the North Santiam River, and will fall within the confines of the bridge construction area. As a result of an on-site inspection, representatives of the Game Commission were given assurance that the new structure would be of sufficient length and height at that point so that the drift boat access will remain functional. It is further understood that the Linn County Parks Department in cooperation with the Game Commission is considering development of the boat access site.

It will be necessary to remove several trees within the construction area; however, every effort will be made to minimize the number removed. All necessary precautions will be taken during construction so that there will be minimal, if any, detrimental impact on the river, its water quality, and aquatic resources and the natural environment in general.

The Oregon District 4 Council of Governments recommended approval of the project and determined that it is in accord with the recently completed traffic circulation plan for Linn County. Also, the Mid Willamette Valley Council of Governments found that the project is in keeping with sound traffic engineering principles, will not appreciably affect land use, and will have no effective adverse environmental impact.

Linn County officials conducted a corridor-design hearing in the City of Jefferson on January 20, 1972. The informal information session took place between 7:00 and 8:00 p.m. and the formal hearing commenced at 8:00 p.m. and ended at 8:25 p.m. All participants gave favorable testimony on the proposal and commented on long-time need for the project, safety for school buses, and fire fighting equipment, an adequate facility for farm-to-market and general public travel, and the betterment of the community at large.

The existing bridge will remain open during construction and only very minor inconvenience to the road user will occur during realignment of the roadway. Adequate flagging and signing for the temporary protection and direction of traffic will be provided.

BASIS FOR NEGATIVE DECLARATION This planned project is an important element in the transportation system of both Marion and Linn Counties. The benefits of the revised alignment and new facility far outweigh the minor loss of private land and temporary inconvenience to the road user. The detrimental impact, if any, on the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this Negative Declaration based on information furnished by Linn and Marion Counties, and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

ENDORSEMENT TO OREGON STATE HIGHWAY DIVISION

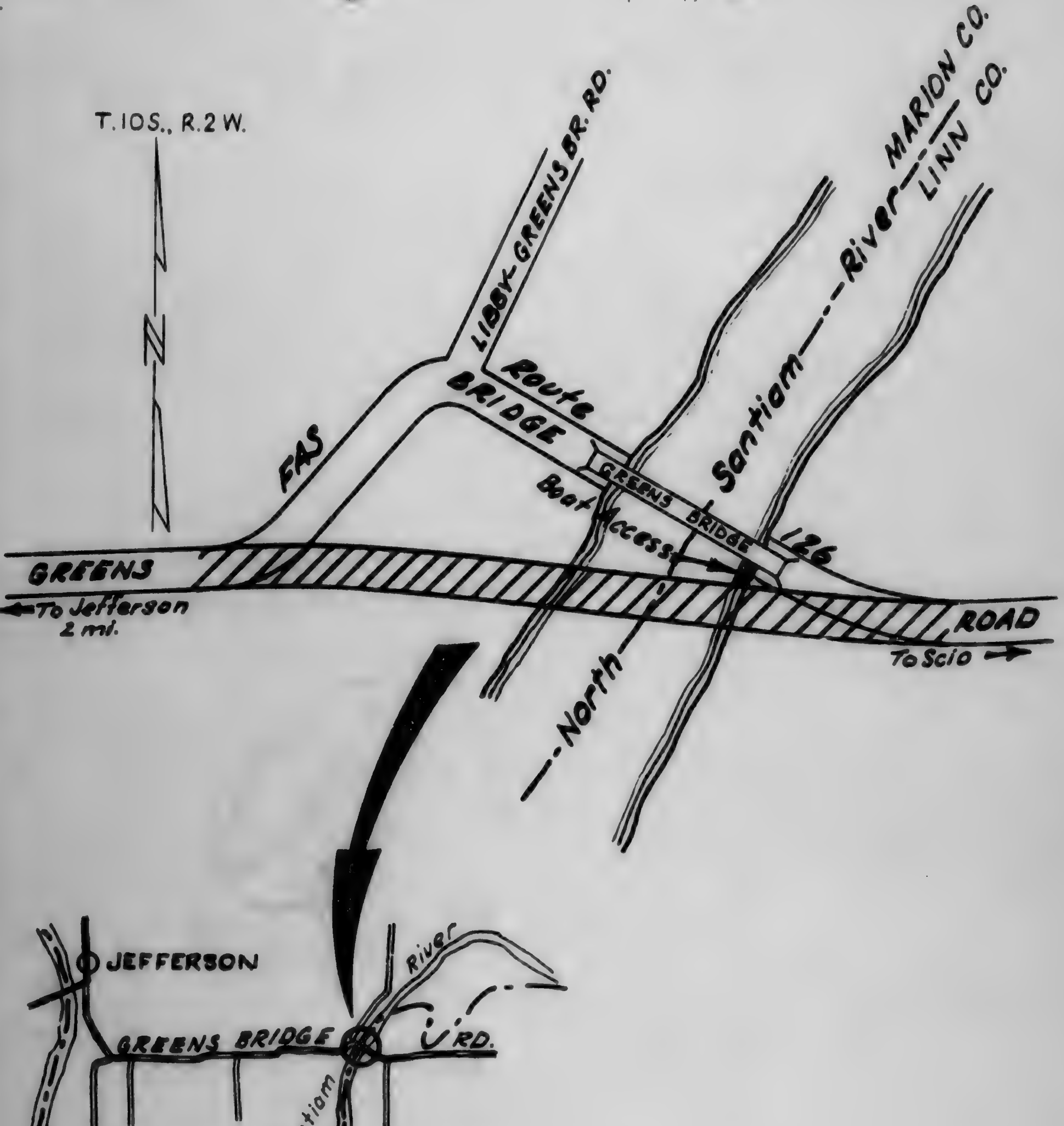
I CONCUR ______________________
DIVISION ENGINEER

DATE MAY 8, 1972

EW:bb

cc: George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
Victor Wolfe
F. L. Hall
W. J. Hart
H. S. Cox
R. E. Royer
R. N. Chase
J. B. Boyd

RECEIVED
MAY 9 1972
PROGRAMING SECTION


T.10S., R.2W.
LIBBY-GREENS BR. RD.
MARION CO.
LINN CO.
FAS
Route
BRIDGE
126
GREENS BRIDGE
Boat Access
North Santiam River
GREENS
ROAD
To Jefferson 2 mi.
To Scio
JEFFERSON
GREENS BRIDGE
RD.
River
North Santiam
Marion Co
Linn Co.

N. SANTIAM RIV. (GREENS BR.) SECT.

GREENS BRIDGE RD.
Linn County

RECEIVED
APR 25 1972
OREGON DIVISION

☑ ENGR. ☑ COOR. ☑ GE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

SALEM, OREGON
March 2, 1972

N. Santiam River (Greens) Bridge Sect.
FAS 126
Linn and Marion Counties

Mr. W. E. Tebeau
Assistant Planning Engineer

BUILDING

Please review the attached negative declaration draft covering the subject FAS-C project and return it to this office with your comments. We will then send it back to you in final form for further processing.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

Att.

☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ PE ☐

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

March 2, 1972

Re: Negative Declaration
N. Santiam River (Greens) Br. Section
Linn and Marion Counties

Dear Mr. Simpson:

This Negative Declaration is preceding our location and design approval for the subject FAS-C project.

The proposed project site is located on Green Bridge Road where it crosses the North Santiam River approximately two miles east of Jefferson.

The proposal consists of constructing a reinforced concrete bridge 450 feet long having a 34 foot roadway and a sidewalk on the downstream side. Included in the project is the construction of approximately 1,200 feet of realigned roadway consisting of two 11-foot travel lanes and 6-foot paved shoulders, installation of guardrail, and removal of the old bridge.

The purpose of the project is to replace an existing, narrow, unsafe steel truss bridge consisting of a 378-foot steel through truss and three 19-foot timber spans and having a 17.5-foot roadway. By constructing the new bridge downstream (southerly) from the present structure, the near-tangent alignment of the proposed roadway will eliminate and replace a 10 degree curve and an 18 degree curve in the existing road.

Greens Bridge Road is an inter-county arterial connecting two state highways in Marion and Linn Counties. It provides farm-to-market, school bus, mail and commercial services to several communities in the two-county area. The most significant impact of the proposed project will be in providing a safe and convenient route for the local and regional road user.

The project, being on revised alignment, necessitates the acquisition of right-of-way; however, no one will be required to move or be relocated from his home or property. Some agricultural lands will be removed from production; however, property owners testified at the public hearing in favor of the proposed project knowing that some of their properties would be taken for right-of-way. Property acquisitions will generally be in the form of strip-takings adjacent to existing lands now owned by the two counties.

All properties will be appraised and the owners offered fair market value. Where possible, land will be exchanged for existing rights-of-way not needed for the project.

There are no public parks, recreation facilities, or historical sites that will be affected by the proposed construction. An available drift boat access is presently located on private property on the easterly bank of the North Santiam River, and will fall within the confines of the bridge construction area. As a result of an on-site inspection, representatives of the Game Commission were given assurance that the new structure would be of sufficient length and height at that point so that the drift boat access will remain functional. It is further understood that the Linn County Parks Department is cooperating with the Game Commission for additional development of the boat access site.

It will be satisfactory to remove several trees within the construction area; however, every effort will be made to minimize the number removed. All necessary precautions will be taken during construction so that there will be minimal, if any, detrimental impact on the river, its water quality, and aquatic resources and the natural environment in general.

The Oregon District 4 Council of Government recommended approval of the project and determined that it is in accord with the recently completed traffic circulation plan for Linn County. Also, the Mid Willamette Valley Council of Governments found that the project is in keeping with sound traffic engineering principles, will not appreciably affect land use, and will have no effective adverse environmental impact.

Linn County officials conducted a corridor-design hearing in the City of Jefferson on January 20, 1972. The informal informational session took place between 7:00 and 8:00 p.m. and the formal hearing comenced at 8:00 p.m. and ended at 8:25 p.m. All participants gave favorable testimony on the proposal and commented on long-time need for the project, safety for school buses, and fire fighting equipment, an adequate facility for farm-to-market and general public travel, and the betterment of the community at large.

The existing bridge will remain open during construction and only very minor inconvenience to the road user will occur during realignment of the roadway. Adequate flagging and signing for the temporary protection and direction of traffic will be provided.

This planned project is an important element in the transportation system of both Marion and Linn Counties. The benefits of the revised alignment and new facility far outweigh the minor loss of private land and temporary inconvenience to the road user. The detrimental impact, if any, on the local environment will be negligible.

☐ ENGR. ☐ [illegible] ☐ SE ☐ AS ☐ [illegible]
☐ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Linn and Marion Counties, and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

RMP:ljt

cc: George M. Baldwin
Tom Edwards
A. E. Johnson
E. S. Hunter
L. E. Young
Victor Wolfe
F. L. Hall
W. J. Hart
H. S. Cox

FAS 126
Linn 6

Box 300
Salem OR 97303

March 1, 1972

10-35.1/S-39(-)

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1972
☑ ENGR. ☒ COOR. ☑ DE ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Mrs. Roy D. Tilley
Route 1, Box 317
Jefferson OR 97352

Dear Mrs. Tilley:

Your letter of February 15 has been referred by the Bonneville Power Administration, U. S. Department of the Interior, to this office.

For clarification, the Greens Bridge is proposed as a Federal-aid Secondary project and is located on the Marion County Road System. Construction administration, when underway, will be under the direction of the Oregon State Highway Division. Acquisition of right of way is being performed by Marion County. Mr. Ted Kuenzi is Marion County Assistant Public Works Director. The Right of Way Agent is Mr. Harvey Thurlwall.

Preliminary information indicates that your driveway will not be closed. There may be minor adjustment necessary to provide a transition to the new roadway elevation. The adjoining house has been acquired by the County and will be disposed of by the County in accordance with its procedures - possibly by advertising for its sale and receiving bids.

NOTED
F. B. KLABOE

Enclosed is a map which shows the right of way changes tentatively proposed for the project. The exact right of way limits will not be established until the plans are advanced to the point that precise limits can be determined. This will give you an idea of the extent of right of way

(more)

3-3-72
REFERRED TO

NOTED
R. L. SCHROEDER

NOTED
TOM EDWARDS

Schroeder
BY DEPUTY STATE HIGHWAY

✓

to be acquired. Note that the adjacent right of way which you are now occupying and using for plantings has previously been acquired and is part of the County road right of way.

The power line located on your property is not connected with this project.

If you have further right of way questions it is suggested that they be discussed with Messrs. Thurlwell or Kuenzi.

Thank you for your interest. I sincerely regret the delay in making reply, although your letter was not received in this office until February 28.

Sincerely yours,
Original Signed by
R. E. Simpson

R. E. Simpson
Division Engineer

Enclosure
Map

Simpson:nig

cc: (w/cy Tilley ltr)
Oregon State Hwy Div
Marion County Public Works Dept

Cox

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] State Department of the [illegible]

[illegible], [illegible]
Feb 15, 1972

S39(-)

OFFICIAL FILE COPY
No.
Date FEB 17 197
(11
Referred To:
Action Taken:
☐ ANS. ☐ NO REPLY
By
Date

[illegible] Sirs.

[illegible] writing this [illegible] hope it will get to the [illegible] office (Highway or Bridge ~~commission~~ engineer) [illegible] we are going to pay 60% of the new [illegible] Bridge which is to be built. It's now been misled all the time on this project until now after the hearing they come out and stake and tell us where the proposed road is to be. I don't want the road any closer to our business as we have alot of [illegible] and it could be dangerous if they start the bridge approach to close to our driveway, we have no stop [illegible] signs here in the country like they have in the city limits and no policeman to protect the highway, they really get wild out here sometimes. In the summer mos. [illegible] Campers since the state has closed all the [illegible] and it isn't around the people stay along this river and no one to control that [illegible] as they shoot & drive it up & no one to control that at all either, if you call a sheriff they are gone before he comes out here. What I am trying to say is this new opening of road & bridge will bring more big trucks, faster traffic as the curve here slows them down. When they begin this project they (manage) bought out our close neighbors, as they were glad they wanted to move they told them market price for their place was $11,000 but they gave them $16,000 - Now they tell us only a few ft. off our place but it is clear across the front the most choice of it all.

We have tried hard here to pay our payments and

[illegible] [illegible] [illegible] [illegible] acres, Now
[illegible] [illegible] [illegible] [illegible] the value
[illegible] place [illegible] we had Federal
[illegible] Bank [illegible] [illegible] yet. [illegible] Federal
gone [illegible] [illegible] a ~~[illegible]~~ electric pole on the back and the
wire is clear across our place until a plane
can't dust in here anymore supposid. The
my question is how are we going to meet
our obligations if they ruin our place from
the back and front too. I imagine our taxes
will raise again they have every yr. and
this place they should lower them now.
I was told by one of the Hwy Co men
to go to The Federal so I am asking you do
we have to let them take up from our front.
They also (Marion Co.) told us they were not allowed
to purchase property & make settlements before the
hearing, but they bought out our neighbors before
the hearing and paid them $6,000 over market
price, but they are lucky they don't have to
live by the r.d. Before they staked it I didn't
think they were coming as far across our
pl. as they are now, so I told them only if they
would give us the old house we would
sign up the rest for what they were taking
but things have changed now it is much more
then what I thought. We have had the house

(over)

appraised my house and they say it is on concrete and no floor or joist under it so the house is not much it could fall apart (could) from the ceiling or nothing to hold it secure, We have been told not to Bid over 5000 for it, so that ruled out the house as one would have so much in it the carpenter wages as they are today. Please can you tell me what to do and what is fair, these men are something else to talk to

Sincerely
Mrs Roy D. Tilley
Rt 1, Box 314
Jefferson, Or.

RECEIVED
FEB 28 1972
OREGON DIVISION

2-25-72

MEMORANDUM TO FILE

Re: Location-Design Hearing
N. Santiam River (Greens) Bridge Section
Greens Bridge Road, FAS 126
Linn County

I certify that a location-design hearing was held on January 20, 1972, by the Linn County road officials relative to the proposed project on the N. Santiam River (Greens) Bridge Section of Greens Bridge Road, FAS 126, in Linn County.

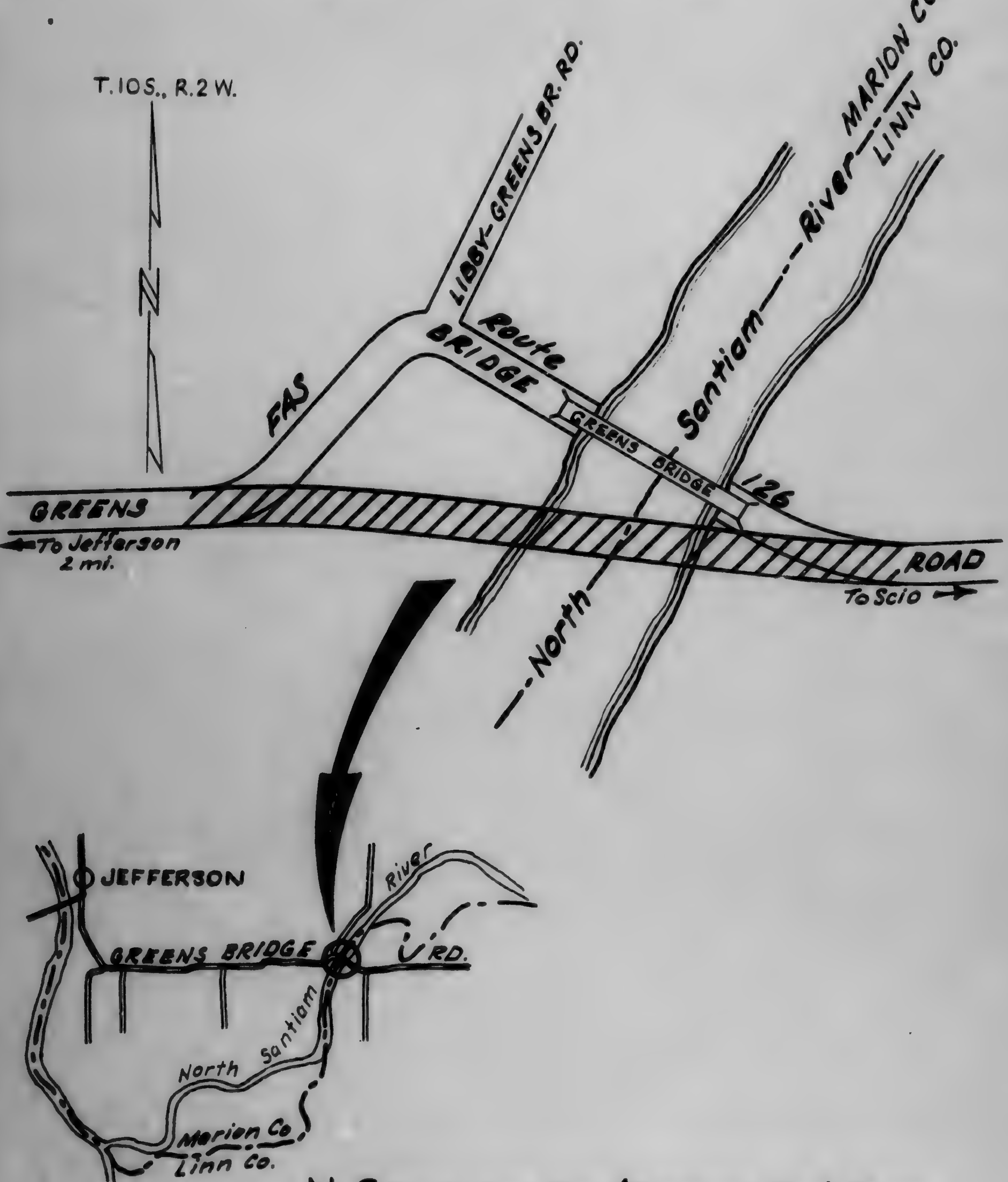
I further certify that the Highway Division, with Linn County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By

Deputy State Highway Engineer

Date FEB 25 1972

[illegible]
[illegible]


T. 10S., R. 2 W.
N
LIBBY-GREENS BR. RD.
MARION CO.
LINN CO.
FAS
Route
BRIDGE
GREENS BRIDGE
126
North Santiam River
GREENS
ROAD
To Jefferson 2 mi.
To Scio
JEFFERSON
River
GREENS BRIDGE RD.
North Santiam
Marion Co
Linn Co.

N. SANTIAM RIV. (GREENS BR.) SECT.

GREENS BRIDGE RD.

Linn County

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 23, 1972

SUBJECT: N. Santiam River (Greens) Bridge Sect.
Greens Bridge Road, FAS 126
Linn County

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

BUILDING

RECEIVED
COUNTY & CITY SECTION
FEB 25 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Attached for your signature are two copies of a hearing certification required by Section 128, Title 23, U.S.C. We have on file copies of Linn County's hearing notices and a transcript of the location-design hearing held on January 20, 1972.

If approved, will you please return a signed certification to this office for further distribution.

H. S. Cox
County and City Engineer

By
Robert H Prange
Robert H. Prange
Rural Engineer

2-25-72
approved cy
Co.-City

RHP:ljt
Att.

cc: George Baldwin
Tom Edwards
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
Victor Wolfe
F. L. Hall
R. N. Chase

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

CH/FAS
Linn Co

4 Council of Governments

360 S.W. Avery Avenue
Corvallis, Oregon 97330
(503) 753-2624

February 2, 1972

RECEIVED
COUNTY & CITY SECTION
FEB 10 1972
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Linn-Benton Sub-District of the Oregon District 4 Council of Governments has completed a review of the Notice of Intent to apply for Federal Aid Secondary Funds to construct a new bridge across the North Santiam River (Greens) in the vicinity of Jefferson. The Linn-Benton Sub-District Board, at a meeting held on January 20, 1972, determined that the proposed project is in accord with the recently completed traffic circulation plan for Linn and Benton Counties and voted to approve the project.

The Executive Board of the Oregon District 4 Council of Governments, at a meeting held on January 26, 1972, concurred with the Linn-Benton Sub-District.

We recommend approval of this project by any agency processing the application.

cc: February 10, 197
R.E. Simpson,FHW
F.L. Hall
I.D. Merchant
D.H. Moehring
R.E. Royer
H.S. Cox
B.L. Gifford
H.C. Johnson
J.B. Boyd

Sincerely yours,

Wm. R. Hagman
William R. Hagman
Executive Director

WRH/tjp

cc: Floyd Mullen
Dick Dalke

2-8-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

BEN GIFFORD
12/7

RECEIVED
FEB 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

To Your

RECEIVED
FEB 9 1972
PROGRAM & PLANNING
DIVISION

NOTED
H. YOUNG

cc: Royer 2-9-72

FAS 126

RICHARD DALKE, P.E.
County Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321

Phone 926-9451

GORDON B. WALLACE, P.E.
Assistant County Engineer
GARY WILLIAMS
Administrative Assistant
DEL BURKHART
Road Superintendent

RECEIVED
COUNTY & CITY SECTION
FEB - 9 1972
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☒ SE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

January 31, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Green's Bridge Project
FAS 126

Gentlemen:

A public hearing was held on January 20, 1972, at the Jefferson City Hall. The informal portion took place between 7:00 and 8:00 P.M., the formal session from 8:00 to 8:25 P.M.

Testimony was taken from eight people. We received in addition to the oral statements, one written statement from Mr. & Mrs. Ray Tilley within the ten days following the public hearing. (A copy is attached.)

The county has considered the social, environmental, and economic benefits of this project and finds that it is compatible with the land use, arterial system and in the best interests of the county.

We hereby request that approval be given to the project as presented and that the bridge width be established at 32 feet clear width as proposed by Marion and Linn counties and as shown on the attached typical section.

Enclosed herewith are the following:

1. Affidavits of publication for hearing notice.
2. Typewritten transcript of the hearing and a letter from Mr. & Mrs. Ray Tilley.
3. A copy of the environmental statement.
4. Typical section of roadway.

If additional information is necessary, please notify the undersigned.

Sincerely,

Richard Dalke

Richard Dalke
Linn County Engineer

RECEIVED
FEB [illegible] 1972
[illegible]
STATE HIGHWAY COMMISSION

RD:bms
Encl. (4)

RECEIVED
COUNTY & CITY SECTION
[illegible] 1972
☐ ENGR. ☐ SUPR. ☐ CE ☐ AE ☐ UE
☐ RPE ☐ CE ☐ RE ☐ RPE ☐

Roy Tilley
Rt.1 Box 317
Jefferson, Oregon 97352
January 25 1972

Marion County
Linn County

Gentleman:

This concerns the New Greens Bridge which is to be constructed in 1972. I am Roy Tilley and as yet I do not have the footage you are wanting off my front yard. This is very important to me as I have to live here and have no intention of selling or wanting to move. I am really concerned because this brings the road real close to me and will make it more dangerous for our operation. I have asked several times for more information but I dont get an answer.I cannot settle forwhat you call Market price this is part of my frontage and Yard. The ground behind my shed does not intrest me near as much as my front yard we use the front yard constanley and for our truck garden in the summer. This road will be forever with us and we have to live by it. We pay taxes and alot of taxes so we wish for some justice. The Roy Arnold place market price for it was $10,000 so they told us and you gave them $16,000 but there thinking was entirely different from ours they wanted to move.The Paul Little's will benefit by this they will add to there frontage or side next to the New Bridge. Could I suggest you use the right-away you bought from the Arnolds and not have to take from us. We hire lots of Children in our Raspberries back near where the new bridge will come by and we want some trees or landscaping done so it will take us away from the road. I am sure no one would want the road braught closer to their home and fields but the main thing is we want some solid understanding what you arethinking for A just Settlement. All the people are for A new bridge we are too,But we have to know more about your thinking. Would you Consider trading the Ray Arnold buildings and I would clean it all off for this frontage. But I still would rather have my frontage. This will really hurt the value of my property.

Roy Tilley

Roy Tilley

Gladys Tilley

Gladys Tilley

COUNTY & CITY SECTION

December 10, 1971
By: Linn County Engine

ENVIRONMENTAL STATEMENT

Project: North Santiam River Greens Bridge Section

Location & Description of Project:

The proposed project consists of constructing a 450 foot long reinforced concrete bridge. The width required for present regulations would be 36 feet clear width, however, it is the feeling of both counties that a 32 foot wide bridge will provide adequate width for the present and anticipated traffic loading. The additional 4 feet of width would increase the cost by approximately 10% and does not provide for any future additional lanes. A sidewalk will be provided on the upstream side of the bridge. Construction of approximately 1,000 feet of roadway with two 12 foot travel lanes and two 4 foot paved shoulders will be provided. The project will replace, on a revised alignment, the existing steel truss span that will be removed upon completion of the new bridge.

Purpose of Project:

The purpose of this project is to remove a substandard bridge and to replace it with a safe, modern, concrete structure. This road is an important inter county road linking the towns of Scio in Linn County with Jefferson of Marion County.

Discussion of Environmental Impacts:

The proposed project will provide Marion and Linn Counties with a bridge structure that will be safer, more aesthetically pleasing and benefit transportation systems of both counties. An economic benefit will also become apparent with reduced maintenance costs.

Additional right-of-way will be obtained requiring the taking of some agricultural land and one residential lot now unoccupied. Land will be exchanged by returning those portions of the old right-of-way not needed for the project. Right-of-way acquisitions will not require the relocation of any person from his home, farm, or business and all access points will be restored in a like or better manner. There are aerial utilities that will require adjustments.

There are no park, recreation, or historic facilities directly affected by the project nor will any wildlife nesting or feeding grounds be adversly affected. The feasibility of construction of a boat landing facility on the old right-of-way will be investigated and provisions for a bicycle path will be made. No major inconvenience will occur to the road users during construction because the existing bridge and roadway will be in use until the new facility is completed. Adequate flagging and signing for the temporary protection and direction of traffic will be provided.

It will be necessary to remove several trees along the new right-of-way. However, every effort will be made to minimize the number removed.

All necessary precautions will be taken during construction so that there will be minimal, if any, detrimental impact on the river, its aquatic resources, and the natural environment in general.

Summary:

The proposed project is an important element in the transportation system of both Linn and Marion counties. The benefits of the revised alignment and new facility far outweigh the minor loss of private land and buildings. The detrimental impact, if any, on the local environment will be negligible.

RECEIVED
COUNTY & CITY SECTION

CORRIDOR-DESIGN HEARING

NORTH SANTIAM RIVER (GREEN'S BRIDGE) SECTION OF FAS 126

F. Mullen: "Ladies and gentlemen, the time is 8:00 P.M., Thursday, January 20, 1972, which time has been set for the public hearing on the North Santiam River (Green's Bridge) Section of FAS 126 near the City of Jefferson, Linn and Marion counties."

"The proposed project will be constructed under the Federal Aid Secondary Highway program. Since this route is a part of the local road portion of the Federal Aid Secondary Highway System, it is eligible for the expenditure of Federal Aid Highway Funds for its improvement. When a county has exercised its exclusive privilege to select projects on its Federal Aid System, it requests the approval of the State Highway Division and the Federal Highway Administration. The state proceeds with the survey, design and preparation of plans, specifications and estimates of cost. The county holds the required public hearings, this is being done this evening, acquires rights-of-way and is responsible for utility relocation. The role of the Federal Highway Administration is to approve, disapprove, or require modifications or revisions in the individual project proposals to conform to the provisions of the Oregon Secondary Road Plan as adopted by the State Highway Division in cooperation with the local road officials, and approved by FHWA. The Federal Highway Administration's approval of a proposal commits the Federal Government to pay its legal pro-rata share of the approved cost of the project when that project has been successfully constructed. The Federal Government's pro-rata share in the construction costs of the project is approximately 60 per cent with the remaining 40 per cent being shared equally by the State and County."

"The Federal Highway Administration has put into effect a revised Policy and Procedure Memorandum 20-8 governing public hearings. This memorandum sets forth the rules under which we are conducting tonight's corridor-design hearing relating this proposed Federal Aid Highway Project. We are here to afford you the opportunity to express your opinions regarding the proposal, and to encourage your full and effective participation in the construction of the proposed project."

"Further, under Policy and Procedure Memorandum 20-8, you may make both oral and written statements, and in addition anyone, regardless of whether he has or has not made a statement tonight, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be mailed to the County Road Department of the respective counties, that would be Linn and Marion counties."

"This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Department for review. All testimony given at tonight's hearing will be evaluated to determine the socio-economic impact, the environmental effects, and the feasibility of the proposal."

"We will follow a schedule in the conducting of this hearing: first, an engineering description of the proposal will be presented; next, an explanation of right-of-way procedures and relocation assistance will be given; then

Mullen (Cont.): everyone wishing to make a statement will be given the opportunity to do so."

"So that you may know those of us here, I will introduce the following people to you, starting with the County Engineer and ask the Engineer to give his engineering description":

R. Dalke: "I have some drawings attached to the wall that indicate the existing alignment and the proposed alignment. The drawing with the red coloring indicates the existing alignment, that with the orange indicates the proposed alignment."

"The project will replace, on a revised alignment, the existing steel truss span that will be removed upon completion of the new bridge. The drawings show the alignment proposed and the preliminary profile for the bridge and approaches. The lower section of each line shows the profile of the bridge structure itself."

"The proposed project consists of constructing a 480 foot long bridge. The width required for present regulations would be 36 feet clear width, however, it is the feeling of both counties that a 32 foot wide bridge will provide adequate width for the present and anticipated traffic volume. The present traffic volume is 835 vehicles per day and it is estimated that a 20 year projection will increase this by a factor of 1.7. A 5 foot 8-1/2 inch wide sidewalk will be provided on the downstream side of the bridge. The sidewalk will be separated from traffic by a concrete barrier. It will be necessary to construct approximately 1,000 feet of roadway with two 12 foot travel lanes and two 4 foot paved shoulders.

"The type of construction will be either precast prestressed concrete beams or steel beams with a reinforced concrete deck. The piers and abutments will be of cast in place concrete, and the foundations supported on piling or spread footings. The approach roads will be surfaced with asphalt concrete."

"The purpose of this project is to remove a substandard bridge, having a load limit of 20 tons and a clear width of 20 feet and to replace it with a modern, safe, concrete structure. This road is an important inter county road linking the towns of Scio in Linn County with Jefferson of Marion County. This bridge project will provide Marion and Linn Counties with a bridge structure that will be safer, more aesthetically pleasing and benefit transportation systems of both counties."

"We have an environmental statement here which is available for anyone who desires one."

F. Mullen: "Thank you very much, Dick, and now to proceed we will have a brief discussion on right-of-way procedures: Any property which is required for the construction of a project, such as the one being discussed today, will be appraised on the basis of "Market Value". Market Value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any obligation to either buy or sell. To pay more than the Market Value of property would be unfair to the taxpayers who provide the monies for the road improvements. To pay less than Market Value would be unfair to the property owner.

Mullen (Cont.): "Also, a relocation study is made to determine the eligibility for relocation benefits due each property owner or tenant. Relocation benefits are not a part of Market Value but rather are in addition to the payment for the real property. The replacement housing policy for this project will be in conformance with United States Department of Transportation, Order Number 5620.1. Copies of this order are available at this meeting if they are desired."

"The relocation benefits include:

1. Relocation advisory assistance to all individuals, families, businesses, or farms displaced as a result of public improvements as well as adjacent property owners who suffer substantial economic damage resulting from the right-of-way acquisition.

2. A moving payment for those individuals, businesses, farms and non-profit organizations who are in occupancy on the first negotiating call for their actual and reasonable costs to move personal property up to 50 miles. As an alternative to actual costs of moving, an individual or a family living in a dwelling is eligible to receive a $200 dislocation allowance and a schedule move up to $300 depending on the number of rooms of furniture to be moved.

3. Under certain conditions, displaced farms and businesses may be eligible for benefit payments in lieu of actual moving costs up to $10,000.

4. For owner occupants of dwellings of more than 180 days prior to the start of negotiations, under certain conditions, an additional payment for the additional cost necessary to purchase a replacement house, to compensate the owner for increased interest costs in financing a replacement house, to reimburse the owner for incidental expenses to the purchase of replacement housing, the combination of which may not exceed $15,000.

5. For owners and renters of more than 90 days prior to the start of negotiations who prefer to rent, a rental replacement housing payment up to $4,000 may be made to allow the rental of a decent, safe, and sanitary dwelling.

6. For owner occupants of dwellings less than 180 days and more than 90 days and renter occupants of dwellings of more than 90 days prior to the start of negotiations who elect to purchase a decent, safe and sanitary house, an alternate benefit to apply on the down payment is available within certain monetary limits. An additional benefit is also available within certain monetary limits to defray the incidental costs necessary in the acquisition of the replacement property. The combination of these benefits may not exceed $4,000.

"The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the Federal Highway Administration operating procedures are vey complicated and complex. The dollar figures, just quoted,

Mullens (Cont.): are maximum figures. You are cautioned benefits must be computed in accordance with these laws and regulations and on an individual basis. Usually, the benefits do not reach the maximum quoted.

The time required for right-of-way acquisition and relocation is estimated at one month from date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 90 days for relocation of the displaced person affected after notice of acquisition. In addition, no persons or families will be displaced until they have been relocated to decent, safe and sanitary housing, obtained the right of possession of adequate replacement housing, or have been offered decent, safe and sanitary housing which is available for immediate occupancy. No owner occupant will be required to move until either he has been paid for his property or the money has been deposited in the registry of the court.

It is estimated no individuals or families will need to be relocated for this particular project.

The right-of-way program for this project will be under the supervision of Mr. Thurlwellof Marion County and Mr. Wallace of Linn County, whose offices are located at Marion County Courthouse and the Linn County Road Department. The telephone numbers are 588-5036 for Marion County and 926-9451 for Linn County.

That is basically the ground rules and now at this time we are going to hear a number of people; to continue our reading - at this time statements will be taken for or against the proposal, and I want to again assure you that the entire proceedings of tonight's hearing are being recorded and will be reviewed and evaluated. Once again I would like to remind you that we will accept additional written comments for ten days after the close of this meeting. We ask you to confine your remarks to the relative merits of the proposal. Problems of personal concern may be discussed and perhaps resolved after the close of the meeting.

As your hearing officer, I think I have the choice of calling on the first person that we want to hear from and I am just going to take that opportunity. I am going to call on, at this time, Ted Kuenzi, who is Assistant Engineer for Marion County. Ted, would you want to come up and make a few remarks? Come up to the front, please.

T. Kuenzi: I just have a few remarks to make tonight; since Marion County has concurred with the project that is laid out here before you this evening and we also concur in the statement that was made here earlier that we think 32 feet in width is enough for this bridge. I think that's about all I have to say. Thank you.

Mullen: Thank you very much, Mr. Kuenzi. Bob Prang of the Oregon State Highway Department, would you want to make a statement?

Prang: I have no remarks to make, thank you.

Mullen: Lou Pierce, bridge consultant?

Pierce: No sir, I have no remarks at this time. Thank you.

Mullen: Gene Richardson, Linn County Commissioner.

Richardson: No, Floyd, Thank you. I would like to say that I think this will be a real asset particularly to the people of the community of Jefferson. There is nothing more I have to say.

Mullen: I will.......there are two other people who have signed and said they would like to be heard previously, and Mr. Dalke says there may be some more. If you would please fill them out you are all going to have an opportunity to be heard. I guess we should have put the time of evening on here, I don't know who call first. Doug Bradley, you have more water down on your place than anybody else tonight so we're going to hear you first.

Bradley: Mr. Chairman....

Mullen: Would you come up in front please and give your name?

Bradley: Mr. Chairman, my name is Doug Bradley (garbled) and I run the school buses here and we haul about 50 kids a trip. We make two trips across that bridge every day. Today we just got back from Scio with about 60, which made another 120 kids that we hauled across there, and on a night like this it kind of makes it a little nervous coming on that bridge when you see the way some of these other guys come the other direction, and I don't know any thing that would hurt this community any worse than to have somebody run head on into a bus out there. And, as far as the safety angle, I am 100% for it. I think its something we've needed for a long time, and any way I can help I would be glad to do it and I don't think I should have anything to say about where you locate it, how you locate it, I think that should be up to the Engineers but from the safety standpoint, I am 100% in favor of the bridge and as quick as we can get it.

Mullen: Thank you very much Mr. Bradley...................Dallas Harris.

Harris: Mr. Chairman, ladies and gentlemen, I sit with Doug on our local fire board here and since we purchased our last tanker, we cannot legally cross Green's Bridge with a full load of water, and we have quite a bit of that portion of Linn County down in the Helm's neighborhood which is in our fire district and I think for the fact of fire prevention that a new bridge would be much to our advantage and I've felt that need of better quality in that area for a long time when we've had to move harvesting equipment across there, even trucks, you know, and so I would be in favor of it and I'm speaking more, though, for the fire district and fire protection. This is a problem that we've known has been here for quite a while and as our fire equipment gets bigger, which it certainly will, with this 20 ton load limit we are 5,000 pounds over on one of our tankers. Thank you.

Mullen: Thank you very much, Mr. Harris..........Dale Turnidge.

Turnidge: Chairman Mullen, ladies and gentlemen, I simply want to express the point of view of the school board in this district. We have had this problem that Doug talked about mentioned to us many times and I think I can safely speak for the school board in saying that this is a serious problem and we don't like to cause our children to be subjected to this danger in crossing the bridge and would very much like to see it repaired. The board has appeared before various groups in an effort to get this thing corrected and we would like very much to do it. I can say also from the point of view of my own experience, that I cross the bridge as an individual the same as the rest of these people and this bridge has been obsolete for many, many years. It is a frightening experience to cross that bridge and I want to go on record as being very much in favor of the new bridge. As Doug says, how you build it is not for me to say but I am sure in favor of it.

Mullen: Thank you very much, Mr. Turnidge.........Lester Malone.

Malone: I'm Lester Malone. Not only am I for the bridge but it is about 30 years overdue. It's a must, I realize that, but my big concern now is the fate that it has on the property, my front yard, and my field. A just settlement is what I'm asking for and the grade for the new bridge, I would rather it wouldn't start any further east than what my present driveway is because it would be bad to bring it on up. In other words, I would be dropping off to get into my driveway if they started any further east than what my present driveway is, and, I am for the new bridge.

Mullen: Your property, Mr. Malone, is east of the bridge and north of....... (interrupted by Mr. Malone).

Malone: Northeast of the bridge.

Mullen: Yes, thank you very much.

Malone: Thank you, Sir.

Mullen: Dyrol Burlison.

Burlison: No comments, sir.

Mullen: Now, are there any other comments? We want to give everybody a chance to say something......Wallace Dawson. I'll introduce Wallace Dawson.

Dawson: I am Wallace Dawson, civic leader and city councilman. I feel the same way as expressed that this was a long overdue thing, this bridge, and I am in favor of building the new bridge here with the 32' width.

Mullen: Well, thank you very much, Mr. Dawson. We are going to give anyone in the audience an opportunity to be heard either for or against. So this is your chance right now to be heard..........Dale Eisenman.

Eisenman: My name is Dale Eisenman and I own the land adjacent to the East end of the bridge and I am very much for the bridge. It's, as it has been said here so many times, it is long overdue. It's either a horse and buggy or

Eisenman (cont.) a Model T Ford bridge, and the traffic of today is too heavy and too fast for it. There was a couple questions that I would like to ask, possibly the engineer, and that is - what is the width of the Stayton Bridge?

Marion County Engineer: 32 Feet.

Eisenman: 32 Feet. Well, then I would say that a bridge comparable with the Stayton Bridge would be, I think, well, adequate.

Mullen: Thank you very much, Mr. Eisenman. Anybody else who'd like to speak? Mr. Tilley? Mr. Roy Tilley.

Tilley: I'm Roy Tilley, I own the land out there across town on the West side of the bridge and I'm very much in harmony for the bridge. I well agree that we are far overdue for a better bridge and one more substantial. Living there close to the bridge, I would imagine I cross it probably, you know, as much as most of the neighbors do. But I am quite concerned of just how it will affect me right in front of my house. And the footage, you say you'll have to have some footage additional to the roadway that we've got there, now I'm wondering about how much footage, how much additional footage south of the present right-of-way?

Mullen: All right, after our hearing we'll take that question up, immediately after the hearing you will have an answer, Mr. Tilley.

Tilley: Thank you.

Mullen: Anyone else want to be heard?

Kuenzi: One more thing for the record, Mr. Chairman.

Mullen: Yes, Mr. Kuenzi.

Kuenzi: Ted Kuenzi again. I just want to say for the record this is a 1912 bridge carrying 1972 traffic.

Mullen: Somebody said you were 30 years too late, by your figures you must be 60 years too late.

Tilley: Mr. Mullen.

Mullen: Yes, Mr. Tilley?

Tilley: I forgot one thing. If the engineer can do good, according to carrying their loads today, that the boys did in the horse and buggy days, we'll have no problems.

Mullen: Is there anyone else who wishes to be heard? Any other questions? After the closing of the meeting, Mr. Dalke is going to answer Mr. Tilley's question. I want to say this, I am sure on behalf of the Board of County Commissioners and Linn County, the same is true with Marion County, Dick Dalke, our engineer - we appreciate your coming out tonight. This thing has been slow, it has taken long years. I know Dale Eisenman has been on my neck ever since I've been in the office, over 5 years, and things kinda go slow but sometimes they end up mighty fine and we hope that they're going to have a fine bridge down there. It is very gratifying to we folks to know

Mullen (cont.): that there is not objections. I have attended other meetings and people get up and object for this or for that. It is very gratifying that you folks have not registered objections. We thank you for your consideration. Anybody else who wants to be heard? Let there be no further testimony, I thank all of you for being here tonight. I now declare this hearing officially closed at 8:25 P.M.

☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ ☑ RE ☐ RPE ☐

January 21, 1972

Mr. Richard Dalke
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Dear Dick,

When the allowable ten days have passed after the public hearing on the North Santiam (Greens) Bridge Section, please send the following to this office:

1. Affidavits of Publication of the hearing notice.
2. A statement of whether or not any informal hearings or informational meetings were held pertaining to the project and a brief summary of what took place.
3. A statement that the County has considered the social, environmental, and economic effects of the project, and that the County finds that the project is compatible to land use and to the planned arterial system.
4. A statement that the County wishes location and design approval of the project as presented or desires modifications in the design of the project to fit the wishes of the people who gave testimony at the hearing.
5. A typewritten transcript of the hearing and any additional correspondence or statements received before or after the hearing.
6. A copy of the County's environmental statement or negative declaration.

If you wish further instructions or information on any of the above, please call or write.

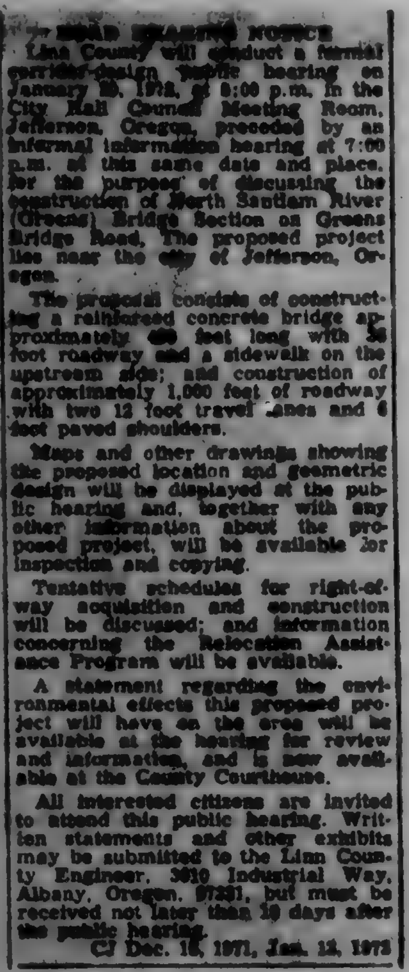
Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
~~Encl.~~



ROAD HEARING NOTICE

Linn County will conduct a formal corridor-design public hearing on January [illegible], 1972, at 8:00 p.m. in the City Hall Council Meeting Room, Jefferson, Oregon, preceded by an informal information hearing at 7:00 p.m. at this same date and place, for the purpose of discussing the construction of North Santiam River (Greens) Bridge Section on Greens Bridge Road. The proposed project lies near the city of Jefferson, Oregon.

The proposal consists of constructing a reinforced concrete bridge approximately [illegible] feet long with [illegible] foot roadway and a sidewalk on the upstream side; and construction of approximately 1,000 feet of roadway with two 12 foot travel lanes and 6 foot paved shoulders.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

Tentative schedules for right-of-way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information, and is now available at the County Courthouse.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Linn County Engineer, 3010 Industrial Way, Albany, Oregon, 97321, but must be received not later than 10 days after the public hearing.

CJ Dec. 16, 1971, Jan. 13, 1972

Affidavit of Publication

1-13-72

STATE OF OREGON }
County of Marion. } ss.

I, Wm. L. Mainwaring, being first duly sworn, on oath depose and say: That I am the editor, publisher, ~~manager, advertising manager, printer~~ of THE CAPITAL JOURNAL, a newspaper of general circulation, as defined by Sections 193.010 to 193.110, Oregon Revised Statutes, printed and published at Salem, in the aforesaid county and state, and that the

Road Hearing Notice

of which a printed copy is hereto annexed, was published in the entire issue of said newspaper for two successive and consecutive times in the following issues:

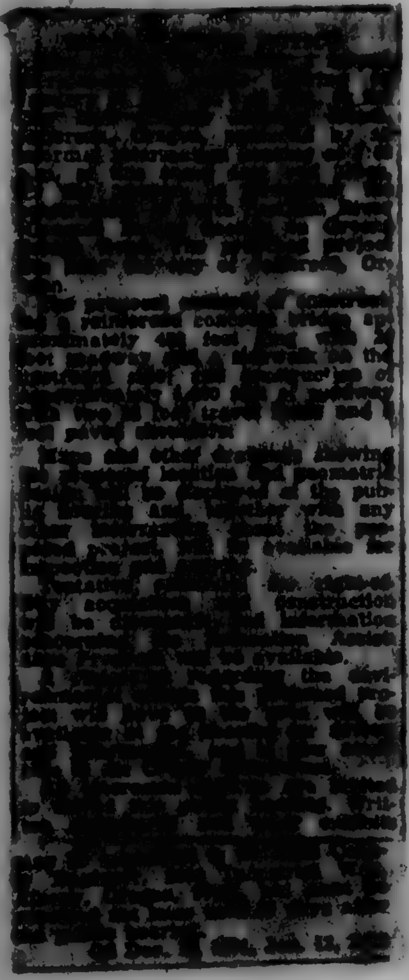
December 16, 1971, January 13, 1972

Wm. L. Mainwaring

Subscribed and sworn to before me this 13th day of January, 1972.

Notary Public for Oregon
My commission expires 12/12/73

RECEIVED
COUNTY & CITY SECTION
FEB - 9 1972
☐ ENGR. ☐ S.DR. ☐ LS ☐ TS ☐ DE
☐ UPE ☐ CE ☐ RE ☐ MPE ☐



Affidavit of Publication

STATE OF OREGON,
County of Marion, } ss.

I, Robert M. Pritchard, being first duly sworn, depose and say that I am the [redacted] advertising manager, [redacted] of THE OREGON STATESMAN, a newspaper of general circulation as defined by sections 193.010 to 193.110, Oregon Revised Statutes; printed and published at Salem in the aforesaid county and state; that the Toad Hearing Notice, a printed copy of which is hereby annexed, was published in the entire issue of said newspaper for two successive and consecutive weeks in the following issues: December 16, 1971, January 13, 1972

Robert M Pritchard

Subscribed and sworn to before me this 13th day of January, 1972

Notary Public for Oregon

My commission expires 12/12/73

RECEIVED
COUNTY & CITY [illegible]
FEB [illegible]
☐ [illegible] ☐ [illegible]
☐ [illegible] ☐ [illegible]

ROAD HEARING NOTICE

Linn County will conduct a formal [illegible] public hearing on January [illegible] 1972 at 8:00 p.m. in the City Hall Council Meeting Room, Jefferson, Oregon, preceded by an informal information hearing at 7:00 p.m. at this same date and place, for the purpose of discussing the construction of North Santiam River (Greens) Bridge Section on Greens Bridge Road. The proposed project lies near the city of Jefferson, Oregon.

The proposal consists of constructing a reinforced concrete bridge approximately [illegible] feet long with [illegible] foot roadway and a sidewalk on the upstream side; and construction of approximately 1,000 feet of roadway with two 12 foot travel lanes and [illegible] foot paved shoulders.

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A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information, and is now available at the County Courthouse.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Linn County Engineer, 3010 Industrial Way, Albany, Oregon. 97321, but must be received not later than 10 days after the public hearing.

PUBLISH: December 17, 1971
January 14, 1972

Affidavit of Publication

STATE OF OREGON, COUNTY OF MARION—SS.

I, Lester L. Shields being first duly sworn, depose and say that I am the Editor and Publisher (printer, foreman of the printer, principal clerk, publisher or business manager) of THE JEFFERSON REVIEW, a newspaper of general circulation printed and published at Jefferson, in the aforesaid county and state, as defined by ORS 193.010 and 193.020, that Road Hearing Notice a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 ~~successive and consecut~~ive weeks in the following issues: December 24, 1971 and January 14, 1972.

Lester L. Shields

Subscribed and sworn to before me this 14th day of January, 1972.

Gladys A. Shields
Notary Public for Oregon

(My Commission Expires July 25, 1972)

RECEIVED
COUNTY & CITY DIVISION

RECEIVED
COUNTY & CITY SECTION

ROAD HEARING NOTICE

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All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Linn County Engineer, 3010 Industrial Way, Albany, Oregon 97321, but must be received not later than 10 days after the public hearing.

Dec. 16, 1971
Jan. 13, 1972

87

Albany Democrat-Herald

AFFIDAVIT OF PUBLICATION

STATE OF OREGON
County of Linn } ss.

I, Clifford P. Bryan, being first duly sworn, depose and say:

That I am the principal clerk of the publisher of the

ALBANY DEMOCRAT-HERALD

a daily newspaper of general circulation, as defined in Sections 1-609 and 1-610, Oregon Compiled Laws Annotated, printed and published at Albany in the aforesaid county and state; that the

Road Hearing Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive weeks in the following issues

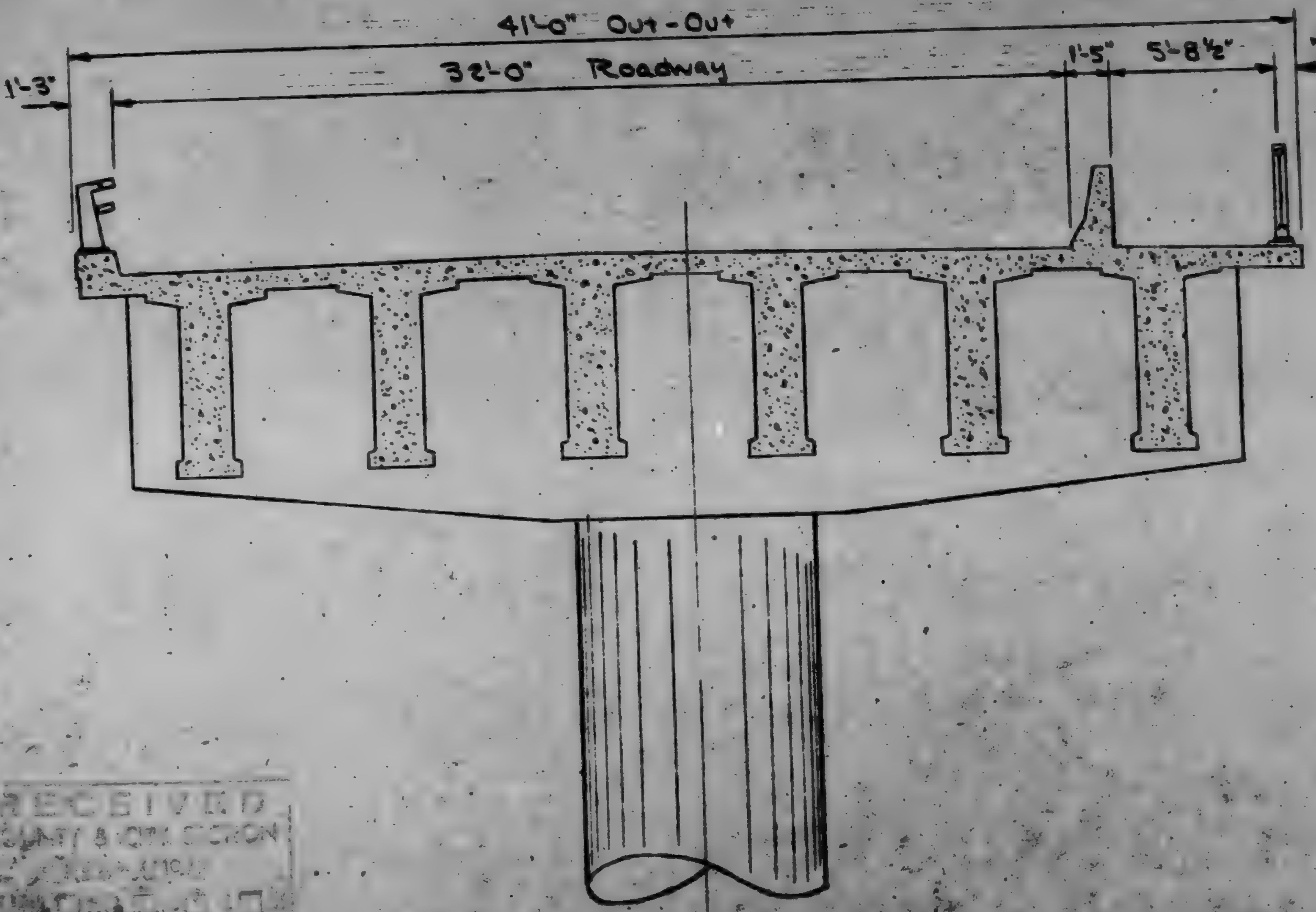
Dec. 16, 1971 & Jan. 13, 1972

Clifford P. Bryan

Subscribed and sworn to before me this 20th day of Jan., 19 72

Nancy A. Betterman
Notary Public for Oregon.

My Commission Expires: My Commission Expires April 19, 1975


41'-0" Out-Out
32'-0" Roadway
1'-3"
1'-5"
5'-8½"
7½"

TYPICAL SECTION AT PIER

Scale: 1" = 5'-0"

GREENS BRIDGE
JAN 1972

RECEIVED
COUNTY & CITY SECTION
[illegible]

OREGON BRIDGE ENGINEERING CO.
Consulting Engineers
P. O. BOX 72
SPRINGFIELD, OREGON 97477

FAS 126
Linn Co

MID WILLAMETTE VALLEY CH
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574

W. J. KVARSTEN, Director

RECEIVED
COUNTY & CITY SECTION
JAN 20 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

RECEIVED
JAN 19 1972
PROGRAM & PLANNING
DIVISION

January 12, 1972

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Subject: A-95 Review - North Santiam River (Greens) Ridge FAS-126

Dear Mr. Porter:

The Council of Governments has completed its review of your Notice of Intent to apply for Federal assistance.

A copy of your Notice was sent to the Marion County Director of Public Works. Their letter endorsing your project is attached. The Council of Governments' Planning staff has also reviewed the project. It is their opinion that the project will have no effective adverse environmental impact. The project is in keeping with sound traffic engineering principals and will not appreciably affect land use. It is assumed in this opinion that proper steps will be taken to insure that pollution of the Santiam River is kept to a minimum during the construction phase.

The Council of Governments finds this project to be consistent with comprehensive planning and gives its approval of the project. A copy of this letter and the comments from Marion County should be included in your final application to the Federal agency.

Very truly yours,

W J Kvarsten

W. J. Kvarsten
Director

HOCKIN/nf

Attachments

cc: Wm C. Kramer, Manager
Federal Aid Coordination Section
State of Oregon

c: January 20, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
I.D. Merchant
D.H. Moehring
W.H. Tebeau
H.S. Cox
B.L. Gifford
F.T. Lacey
J.B. Boyd

1-19-72
REFERRED TO
Schroder

NOTED
R. D. ASBURRY

RECEIVED
JAN 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L.H. YOUNG
Ben

MEMBER AGENCIES:

STATE OF OREGON • MARION COUNTY • POLK COUNTY • YAMHILL COUNTY • CITY OF SALEM • CITY OF DALLAS
CITY OF WOODBURN • CITY OF SILVERTON • CITY OF McMINNVILLE • CITY OF INDEPENDENCE
SCHOOL DISTRICT 24J • MARION COUNTY FIRE DISTRICT NO. 1

NOTED
TOM EDWARDS

BEN GIFFORD
12/12

FAS
CH

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

RECEIVED
JAN 4 1972
PROGRAM & PLANNING
DIVISION

December 28, 1971

RECEIVED
COUNTY & CITY SECTION
JAN - 6 1972
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

R. L. Porter, Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: N Santiam River (Greens) Bridge
PNRS #71.0572

LINN & MARION

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval. The Game Commission commented:

> "It appears that the new bridge will block presently available drift boat access for this section of the North Santiam River. This is a popular area for boaters after spring chinook and steelhead. Access should be provided as a part of this project to replace this loss. The present access is unimproved and on private land, but is currently open to the public. Also, it is believed that the Linn County Parks Department has plans for development of this site. If boat access is provided, no adverse effects are expected from this project."

No County Plans for improvement now
SI

NOTED
R. D. ASBURRY

cc: January 5, 1971
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
H.S. Cox
B.L. Gifford
H.C. Johnson
J.B. Boyd

1-4-72
REFERRED TO
Young
By Asst. State Hwy. Engr

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

Gifford
BEN GIFFORD
12/

RECEIVED
DEC 30 1971
OFFICE OF
HIGHWAY ENGINEER

2 Hy
cc Hall

NATIONAL ASSOCIATION NACE COUNTY ENGINEERS

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 364-4401, EXT. 53

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

HARVEY THURLWELL
RIGHT-OF-WAY AGENT

JERRY CONNOR
SOLID WASTE MANAGER

ILA F. McCALLUM
ADMINISTRATIVE ASSISTANT

December 27, 1971

DEC 2[illegible] 1971

Metropolitan/Regional Clearinghouse
Mid Willamette Valley Council of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

Notice of Intent: North Santiam River
Greens Bridge FAS 126
Linn County

This renewal of the Greens Bridge is very necessary as the present bridge is inadequate for present needs.

Very truly yours,

John A. Anderson

John A. Anderson
Director of Public Works

gms
cc: Linn County Engineer
Board of Commissioners

RECEIVED
COUNTY & CITY SECTION
JAN [illegible] 0 1972
☑ ENGR. ☑ COOR. ☑ SE ☑ TE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

C# (FAS)
Linn &
Gilliam

United States Department of the Interior
NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

December 20, 1971

RECEIVED
COUNTY & CITY SECTION
DEC 29 1971
☑ ENGR. ☑ COOR. ☑ SE ☐ TE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

This will acknowledge receipt of the Notice of Intent applications to apply for federal-aid assistance on highway projects designated as follows:

12/7 N. Santiam River (Greens) Bridge
FAS-126
Linn County

Scott Canyon Cr. (Mikkalo Rd.) and
12/1 Juniper Canyon Cr. (Olex) Bridges
FAS-440 and 446,
Gilliam County

We have no comments on these proposed projects.

BEN GIFFORD

Sincerely yours,

Daniel F. Burroughs
Daniel F. Burroughs
Chief, Portland Field Office

cc R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Marchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
H. W. Oswald
H. S. Coulter
J. B. Boyd
F. T. Lacey

RECEIVED
DEC 2[illegible] 1971
PROGRAM & PLANNING

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1971

SUBJECT: N. Santiam River (Greens) Bridge
FAS 126
Linn County

To: H. S. Cox
COUNTY & CITY ENGINEER

The project at Greens Bridge was discussed with Mr. William Shull, Engineer for the Mid Willamette Council of Governments.

One question that Mr. Shull had regarded the need for relocation in the purchase of right-of-way for this project. Discussion with Mr. John Anderson indicated that the property was for sale and the property owner was glad to be rid of an empty home. Apparently Marion County is in possession of the right-of-way at the present time. This apparently was the Council of Government's only question on this project.

JBBoyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: L. H. Young

RECEIVED
COUNTY & CITY SECTION
DEC 20 1971
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ OE ☑ RE ☑ RPE ☐

☑ ENGR. ☑ [illegible] ☑ CE ☑ [illegible] ☑ UE
☑ UPE ☑ CE ☑ ☐ RPE ☐

cc: Mr. Wally Palmateer
Federal Highway Admin.
Mr. J. B. Boyd, Region 2

December 15, 1971

Mr. Richard Dalke
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Dear Dick,

We have received your Road Hearing Notice for the N. Santiam River (Greens) Bridge Section of Greens Bridge Road, FAS 126. To assist you in the conduct of the hearing, I am enclosing the following materials:

Suggested format (may be used by the hearing officer in the conduct of the hearing).

Registration Cards (to be filled out by persons attending the hearing).

Relocation Assistance Brochures (to be made available to anyone who may be relocated from his property).

Hearing maps for handouts.

The environmental statement which you have prepared may either be read at the hearing and made a part of the transcript, or it can be mentioned during the hearing that the statement is available for review.

Since your department is making the survey and preparing the vicinity map, you should be able to furnish the necessary exhibit maps for the hearing. Perhaps Wally Palmateer could come up with some preliminary sketches and typical sections. It will also be your responsibility to prepare and give the engineering description of the project at the hearing. In this regard you might again want to ask Mr. Palmateer to give you some assistance as to the engineering details.

If you wish further instructions or information on any of the above, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Encl.

FAS 126

Sent to:

Capitol Journal - Salem
Oregon Statesman - Salem
The Review - Jefferson
Democrat Herald - Albany

December 8, 1971

Attention: Classified Ads Department

Gentlemen: Attached is Linn County's notice to interested parties in or near the City of Jefferson, Linn County, Oregon, relative to its proposal for the North Santiam (Greens) Bridge section of Greens Bridge Road. The proposed routing is approximately as shown shaded on the attached map.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, December 16, 1971, and Thursday, January 13, 1972. Please submit your billing in triplicate to Linn County Engineer's Office, 3010 Industrial Way, Albany, Oregon, 97321, and attach one copy of an affidavit of publication for each date of publication.

This notice will be of interest to those who are affected by the plan, some of whom may not read your classified columns. It would be appreciated, therefore, if you will print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you.

Very truly yours,

Richard Dalke

Richard Dalke
Linn County Engineer

Att: Notice, Map

cc: County & City Dept. of ✓
Oregon State Highway Department

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971
☐ ENGR. ☑ [illegible] ☐ CE ☐ AE ☐ UE
☐ UPE ☐ [✓ CC ☒ RE ☐ RPE] ☐

ROAD HEARING NOTICE

Linn County will conduct a formal corridor-design public hearing on January 20, 1972, at 8:00 p.m. in the City Hall Council Meeting Room, Jefferson, Oregon, preceded by an informal information hearing at 7:00 p.m. at this same date and place, for the purpose of discussing the construction of North Santiam River (Greens) Bridge Section on Greens Bridge Road. The proposed project lies near the city of Jefferson, Oregon.

The proposal consists of constructing a reinforced concrete bridge approximately 450 feet long with 36 foot roadway and a sidewalk on the upstream side; and construction of approximately 1,000 feet of roadway with two 12 foot travel lanes and 6 foot paved shoulders.

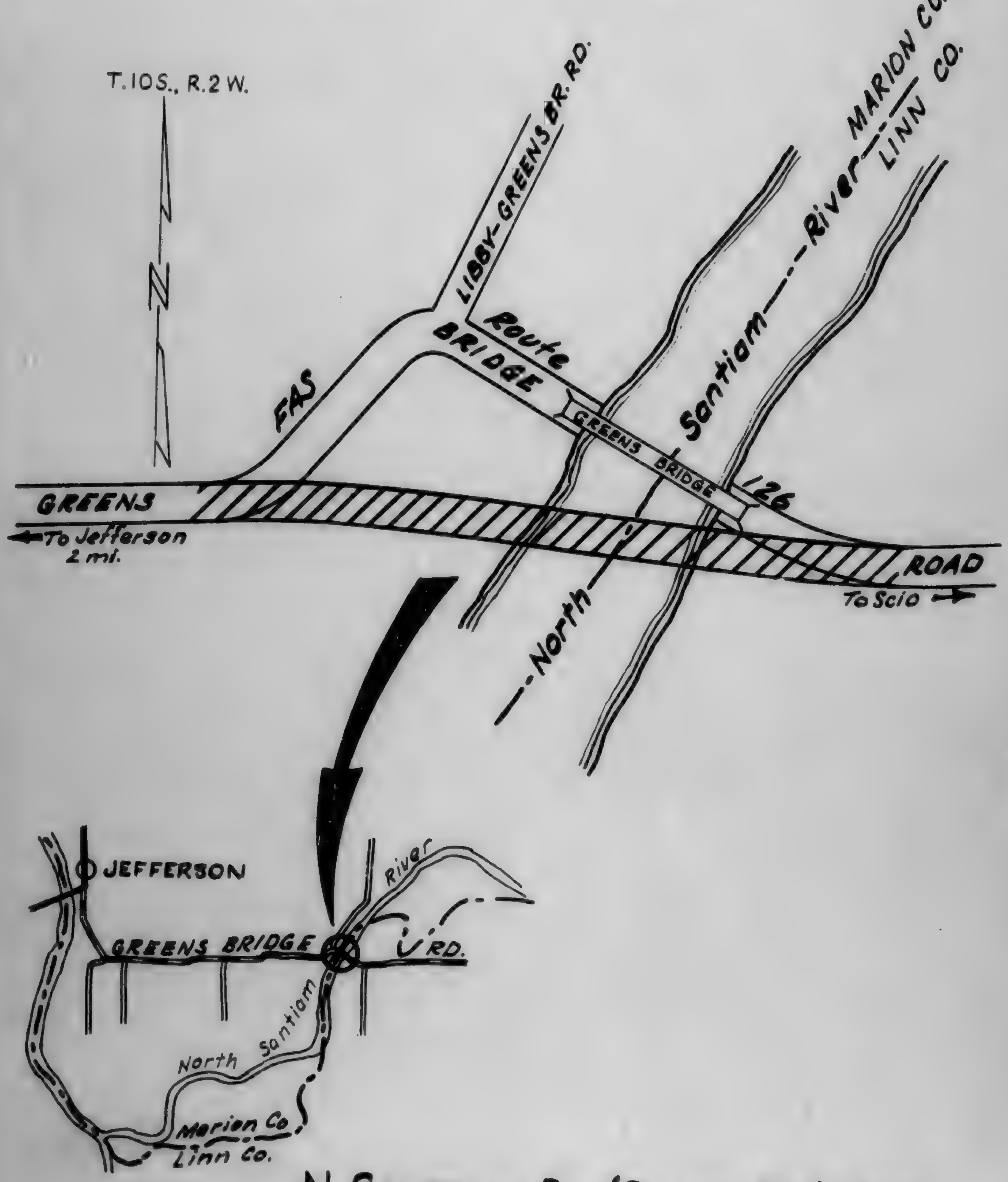
Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

Tentative schedules for right-of-way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information, and is now available at the County Courthouse.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Linn County Engineer, 3010 Industrial Way, Albany, Oregon, 97321, but must be received not later than 10 days after the public hearing.

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐


T.10S., R.2W.
N
LIBBY-GREENS BR. RD.
FAS
Route
126
BRIDGE
GREENS BRIDGE
GREENS
ROAD
To Jefferson 2 mi.
To Scio
North Santiam River
MARION CO.
LINN CO.
JEFFERSON
GREENS BRIDGE RD.
River
North Santiam
Marion Co.
Linn Co.

N. SANTIAM RIV. (GREENS BR.) SECT.
GREENS BRIDGE RD.
Linn County

FAS 126
CH/Linn

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 13, 1971

Mid Willamette Council of Governments
Room 19 Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary	N. Santiam River (Greens) Bridge FAS-126 Linn County

The estimated date of filing for federal-aid funds on this project is March 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By L. H. Young
L. H. Young
Program and Planning Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
F. T. Lacey
J. B. Boyd

RECEIVED
COUNTY & CITY SECTION
DEC 13 197
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☐ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE [illegible] ☐ RPE ☐

December 7, 1971

Mr. Richard Dalke
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Dear Dick,

Attached are the following materials to assist you in regard to the hearing for the North Santiam River (Greens) Bridge Section.

1. Copy of PPM 20-8, Public Hearings.
2. Set of instructions for advertising and holding a public hearing.
3. Suggested letters and notices to newspapers.
4. Hearing maps.

You will note that the suggested notice to hold a location-design hearing is to be published twice, once 30 to 40 days before the hearing date, and again 7 to 12 days before the hearing. The notices are also to be published in all the newspapers of general circulation in the area. (Albany, Jefferson, and Salem.)

We are suggesting further that the County hold an informal hearing prior to the formal location-design hearing. This may be done any time before the formal hearing and is done to informally discuss the proposed project with the people and give them information and data as to how the project may or may not affect individual property owners.

Also, please note that the notice states that a statement concerning the environmental effects of the project is available both at the time the notice is placed in the papers and will be available at the public hearing. This statement should tell "how" and "why" the project will have little, if any, adverse effects on the surrounding environment. It should also state what measures can or will be taken to reduce any detrimental effects on the environment and what aspects of the proposed project will benefit the area. There are attached some sample environmental declarations which might be of benefit to you in writing the environmental statement for the project.

Please send us a copy of your hearing notice and after we have received this, we will send you additional materials for the actual conduct of the hearing.

Very truly yours,

H. S. Cox
County and City Engineer

By RHP
Robert H. Prange
Rural Engineer

RHP:ljt
Encl.
cc: Marion County Board of Commissioners

Linn commissioners cross hurdles over two bridge projects in county

By BOB CALDWELL
Democrat-Herald Writer

More hurdles were crossed in two bridge projects at Wednesday's Linn County Board of Commissioners meeting.

The commissioners over the past month have delayed taking necessary steps in projects to rebuild Green's Bridge near Scio and Sanderson Bridge near Crabtree. Both cross the South Santiam River.

Green's Bridge is a joint Linn, Marion, state and federal project in which Linn County is paying 10 per cent of the estimated $750,000 cost.

Sanderson Bridge is an Oregon Highway Division project.

The snag on Green's Bridge arose when Lester Malone of Scio, who owns land along the south approach road to the bridge, objected to plans to realign the road.

The realignment, which finally was approved by the commissioners Wednesday, would take part of his property for road right-of-way.

The commissioners voted to appoint a board of road viewers to assess damages to Malone's and other properties along the realigned road. That move, in effect, approved the planned alignment.

The Sanderson Bridge project has been delayed for two weeks because the county was not satisfied with an agreement with the state which would allow the two governments to "trade off" some road and the state to conduct the project.

The commissioners wanted a guarantee that the state would obliterate unused portions of the old state highway (Highway 226 which crosses the present Sanderson Bridge), and that the state would provide access to the new road for area residents.

They got both of those agreements and signed the pact with the state Wednesday.

In other action, the commissioners revised the county's budget process to separate the county commissioners' budget from budget items that go to administrative services.

In the past, the county budget has included the salary for an administrative assistant, printing, legal advertising and other services under the commissioners' department.

Those now will be placed in a general services department to be controlled by the commissioners.

"It will provide a more realistic figure on what the commissioners actually spend, said Floyd Mullen, commission chairman.

The change will have no effect on the amount of control over those services that the commissioners exert.

In other business, the commissioners:

—Called for a feasibility study and cost estimate on two road improvement projects that have been requested by residents along those roads. The studies will be for Minnesota Street and three roads in the West Linn Subdivision.

—Ordered cancellation of an option the county holds on land near Scio to construct a road maintenance shop. The county will seek another site. The planned site was disapproved by the Linn County Planning Commission on the basis of neighbors' objections.

Bridge Part of Jefferson History

By LES SHIELDS
Statesman Correspondent

JEFFERSON — The State Highway Commission's consideration of dismantling Sanderson Bridge over the South Santiam River near Crabtree holds nostalgic memories for oldtimers here.

The old steel span served as a bridge over the Santiam River here for 23 years.

The commission's statement that it is "critically deficient" is an old story for it, too, because in February, 1932, the Jefferson Review newspaper carried a story about its eminent replacement which read:

"This bridge in its present condition is the most dangerous one on the entire Pacific highway system on account of its narrow width, and has been the cause of many collisions and narrow escapes for both motor vehicles and pedestrians."

Jefferson's concrete bridge (still spanning the river here) was dedicated Aug. 3, 1933, at ceremonies across the river, where the Weddle homes now are located. U.S. Senator Frederick Steiwer was master of ceremonies.

The bridge was built 40 feet south of the old steel structure between it and the steel railroad bridge crossing the river.

The Sept. 8, 1933, issue noted "Work in tearing down the old steel bridge across the Santiam River here has been finished. The steel is being delivered to the Sanderson crossing, where it will be used in the new bridge at that point."

The old Sanderson steel structure served Jefferson from 1910 to 1933, and the Crabtree area from 1933 to the present time.

Jefferson's first river crossing was a ferry built in 1851 by Jacob Conser for whom the present bridge was named. A wooden bridge replaced the ferry in 1890, to be replaced in 1910 by the steel structure now known as Sanderson Bridge.

The previous Sanderson Bridge had been washed out by flooding waters several years previous to the steel structure being carted to Crabtree.

The Highway Commission said that, although the bridge is not on the current schedule for replacement, it might be eligible for special federal funding.

The current schedule covers about four years in the future. A commission official said, "We would like to replace it, but funds are not immediately available."

Old Bridge Served Area for 23 Years

Oregon Statesman, Salem 1-28

Oregon Journal, Portland-------------------11-25

Safety Funds OKd

SALEM — Federal funds to aid traffic safety and capacity in 39 cities, street improvement projects for 11 small cities and five federal-aid secondary projects were approved Wednesday by the Oregon Highway Commission.

The traffic safety funds, Federal-aid TOPICS funds for the fiscal year 1973, amount to $1.45 million in 39 cities of more than 5,000 population.

THE 39 CITIES and their funds, including state and local matching money, are:

Albany, $27,000; Ashland, $19,000; Astoria, $16,000; Baker, $14,000; Beaverton, $28,000; Bend, $21,000; Coos Bay, $20,000; Corvallis, $53,000; Cottage Grove, $9,000; Dallas, $10,000; Eugene, $116,000; Forest Grove, $12,000; Gladstone, $9,000; Grants Pass, $18,000; Gresham, $15,000; Hillsboro, $23,000; Klamath Falls, $24,000.

La Grande, $15,000; Lake Oswego, $22,000; Lebanon, $11,000; McMinnville, $15,000; Medford, $45,000; Milwaukie, $25,000; Monmouth, $5,000; Newberg, $10,000; Newport, $8,000; North Bend, $13,000; Ontario, $10,000; Oregon City, $14,000; Pendleton, $20,000; Portland, $576,000; Roseburg, $22,000; St. Helens, $9,000; Salem, $105,000; Springfield, $40,000; The Dalles, $16,000; Tigard, $10,000; West Linn, $11,000 and Woodburn, $11,000.

STREET improvement projects totaling $426,000 were approved for Chiloquin, Hermiston, Island City, Jefferson, Mt. Angel, North Powder, Redmond, Sheridan, Sherwood, Stayton and Veneta.

Federal-aid secondary projects approved are one each in Clatsop, Linn and Washington Counties and two in Gilliam County. They total $1.46 million.

The projects in Gilliam County involve building a bridge over Scott Canyon Creek on Mikkalo Road and a bridge over Juniper Canyon Creek near Olex.

Construction of a bridge over Blind Slough on the Barendse Rd is called for in the Clatsop County project.

Linn and Washington County projects call for bridges over the North Santiam River east of Jefferson and over the Tualatin River on Golf Course Road.

OTHER action by the commission included approval of:

—Installation of droparm gates and flashing lights for two railroad crossings on the Emigrant-Frazer Couplet in Pendleton.

—Construction of local service road between the Cottage Grove connector road and Main Street.

—Installation of traffic lights at Central Blvd. and 2nd St. on the Coos Bay-Roseburg Highway in Coquille.

—Corridor impact study on Mt. Hood Freeway (Interstate 80) in Portland. The study, required by federal regulations will take 12 months. The contract is with the firm of Skidmore, Owings & Merrill, Portland.

Capital Journal, Salem-----------------------------------11-29

Linn span gains ok

A Linn County bridge and road construction project has received approval of the Oregon State Highway Commission.

Federal aid for the secondary road project—one of five approved by the commission—involves grading, draining, basing, paving, the construction of a reinforced concrete bridge on a new alignment with a 32-foot roadway and four-foot sidewalk on the downstream side.

The roadway will have two 12-foot travel lanes and 4-foot shoulders. The county has engaged a private consulting firm to do the design and construction engineering on this section. The county will be responsible for the survey.

A hearing will be held by the county and the location of the bridge will be determined by the corridor hearing.

Democrat-Herald, Albany------------------ 1-21

No objections voiced at new span's hearing

JEFFERSON — There were no objectors Thursday night at a hearing on construction of a new North Santiam River crossing at Greens Bridge.

Floyd Mullen, chairman of the Linn County Board of Commissioners, conducted the hearing. Richard Dalke, Linn County engineer, and Theodore Kunzi, Marion County assistant public works director, explained the project.

Others in the audience agreed when Dale Eisenmann, whose farm land abuts the bridge, said the 1912 steel span "is a horse-and-buggy and Model T bridge carrying 1972 traffic."

Replacing the old bridge with a wider, realigned concrete structure will cost up to $500,000, it was reported. Funding will be 60 per cent federal, 20 per cent state and 10 per cent each from Linn and Marion counties. The bridge crosses the county line.

No homes will be displaced by the realignment of the Marion County end further south, according to Bob Prange, state-county-city projects engineer with the Oregon Highway Division.

The realignment will bring the bridge closer to the home of Roy Tilley. He expressed concern about the approach embankment, but did not object to the project.

Dallas Harris, member of the Jefferson Rural Fire Department board, said the department's newest truck cannot cross the bridge legally with a full load of water, as it exceeds the 20-ton load limit.

Democrat-Herald 12-18
Albany

Hearing set on new span

JEFFERSON — Replacement of Greens Bridge two miles east of here will be subject of a Jan. 20 hearing.

The Oregon Highway Commission has set 8 p.m. that date in the Jefferson City Hall for its formal corridor-design hearing.

The plan to place a new concrete bridge on a new alignment to the south of the present one will be presented. The present steel structure was built in 1912, has narrow travel lanes, a 20-ton load limit and steep approaches which reduce visibility.

Greens Bridge crosses the North Santiam River.

Highway officials say the new span will be approximately 450 feet long, have a 36-foot wide roadway and sidewalk on the upstream side and construction of approximately 1,000 feet of roadway.

The east end will be at approximately the same location as the present structure and angled southward so that the west end is several hundred feet south and eliminates an intersection-curve the west end of the present bridge.

Oregon Statesman 1-22
Salem

Linn County Given Fund to Create Jobs

Statesman News Service

ALBANY, Ore.—Allocation of approximately $32,000 in federal emergency employment funds to Linn County was announced Friday by the State Employment Division.

Distribution of the money among county and local agencies will be made at a 4 p.m. meeting Tuesday of the Linn-Benton Sub-District Council of Governments, according to William Hagman, executive director of the council.

Requests for funds to employ additional personnel must be submitted in writing to the secretary of the Linn County Board of Commissioners by 3:30 p.m. Tuesday, Hagman said.

To Cut Jobless Ranks

Over $10 million has been distributed to Oregon already as its share of the federal program designed to alleviate unemployment by hiring jobless workers in public positions.

Linn County qualified for the supplemental funds under a provision of the federal act which allocates additional money to counties with over 6 per cent unemployment.

At the Thursday night meeting of Oregon District 4 Council of Governments, a progress report on the Willamette Valley plan was presented by Dave Pedersen, representative of the local government relations division of the state executive department.

Bridge Approved

OD4COG members approved the proposed Green's Bridge replacement on the North Santiam River near Jefferson as compatible with local development and zoning.

The State Highway Division is applying for $270,000 in federal funds for the project.

Under the proposal, Linn County and the highway division each would add $90,000 for the project.

Tribune --------- 1-27
Scio

No Objections Voiced To Building Bridge

No objections were voiced to construction of a new and bigger bridge over North Santiam River at Greens Bridge, at a meeting of Linn Board of Commissioners at Jefferson City Hall Thursday night last week. The new bridge will cost an anticipated $500,000 and work is expected to start this coming summer.

The construction will be financed by 60% Federal Aid, 20% State funds, 10% by Linn County and 10% by Marion County funds. The bridge crosses the county line.

The new span will be realigned, moving the Marion County end south several feet to straighten out the road curve at this point, but not making it necessary to displace any homes.

The new bridge will replace the present one built in 1912, and will be 430 feet long, with a 32-foot roadway and 5 foot 6 inch sidewalk on the down river or south side of the span.

The present old bridge was described by Dale Eisenmann, a farmer who uses it almost every day, as "a horse and buggy and Model-T bridge carrying 1972 traffic. It has a 20-foot roadway and 20-ton load limit, and Dallis Harris, member of Jefferson Fire District Board said that the district's "newest tank truck cannot legally cross with a full load of water because of this 20-ton limit."

Dale Turnidge, member of the Jefferson school board told of school bus problems and encouraged building the new bridge. N. D. Bradley, operator of the local (Jefferson) school buses spoke for building the bridge, adding "this old, narrow bridge is a real hazard."

Lester Malone and Roy Tilley both expressed concern over the effect of the bridge approachments on their adjoining properties, but did not object to the project.

Present at the meeting besides area residents were Floyd Mullen and Eugene Richardson of Linn County Commission; Dick Dalke, Linn County Engineer; Bob Prange, State, County and City section of Highway Division; Harvey Thurlwell, Marion County right-of-way agent; Theodore Kunzi, Marion County assistant director of public works

Mullen presided at the hearing.

—Jefferson Review

CH
FAS
Linn

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 7, 1971

CH approved
12-28-71

District 4 Council of Governments
360 S. W. Avery Avenue
Corvallis, Oregon 97330

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary	N. Santiam River (Greens) Bridge FAS-126 Linn County

The estimated date of filing for federal-aid funds on this project is March 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By L. H. Young
L. H. Young
Program and Planning Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
H. C. Johnson
J. B. Boyd

RECEIVED
COUNTY & CITY SECTION
DEC 8 1971
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☑ UPE ☑ CE ☐ RE ☐ RPE ☐

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 7, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 4	N. Santiam River (Greens) Bridge FAS-126
Federal Aid Secondary	Linn County

The estimated date of filing for federal-aid funds on this project is March 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By L. H. Young

L. H. Young
Program and Planning Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
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RECEIVED
COUNTY & CITY SECTION
DEC 8 1971
☑ ENGR. ☑ COOR. ☐ CE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☑

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: N. Santiam River (Greens) Bridge
FAS-126, Linn County

December 7, 19 71

FROM: Applicant Agency State Highway Division Salem, Oregon (Address)

Contact Person L. H. Young 378-6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes .... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District four (4) City - - - -

County Linn Special District(s) (if applicable) - - - -

Other affected jurisdictions/agencies - - - -

3. Federal Program

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application ....

---

4. Estimated Project Cost

Federal Share $ 270,000
Loan .... Grant X
Local Applicant Share (Linn County) (if any) $ 90,000
State Agency Share $ 90,000
Other (Specify) $ - - - -
Total $ 450,000

Source of State Agency Share
General Fund $ ....
Other Funds (specify) $ 90,000 Highway

Indirect Cost Reimbursement
No X Yes .... $ .... (Approx)

Will Federal share change: No X

Yes, from .... % to .... %

When ....

5. **Period Covered by Projects**

Beginning date May 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 18 months

Approximate ending date November 1973

Will renewal be requested? Yes .... No X

6. **Estimated Application Filing Date** March 1, 1972

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

N. SANTIAM RIVER (GREENS) BRIDGE SEC., FAS 126, LINN COUNTY

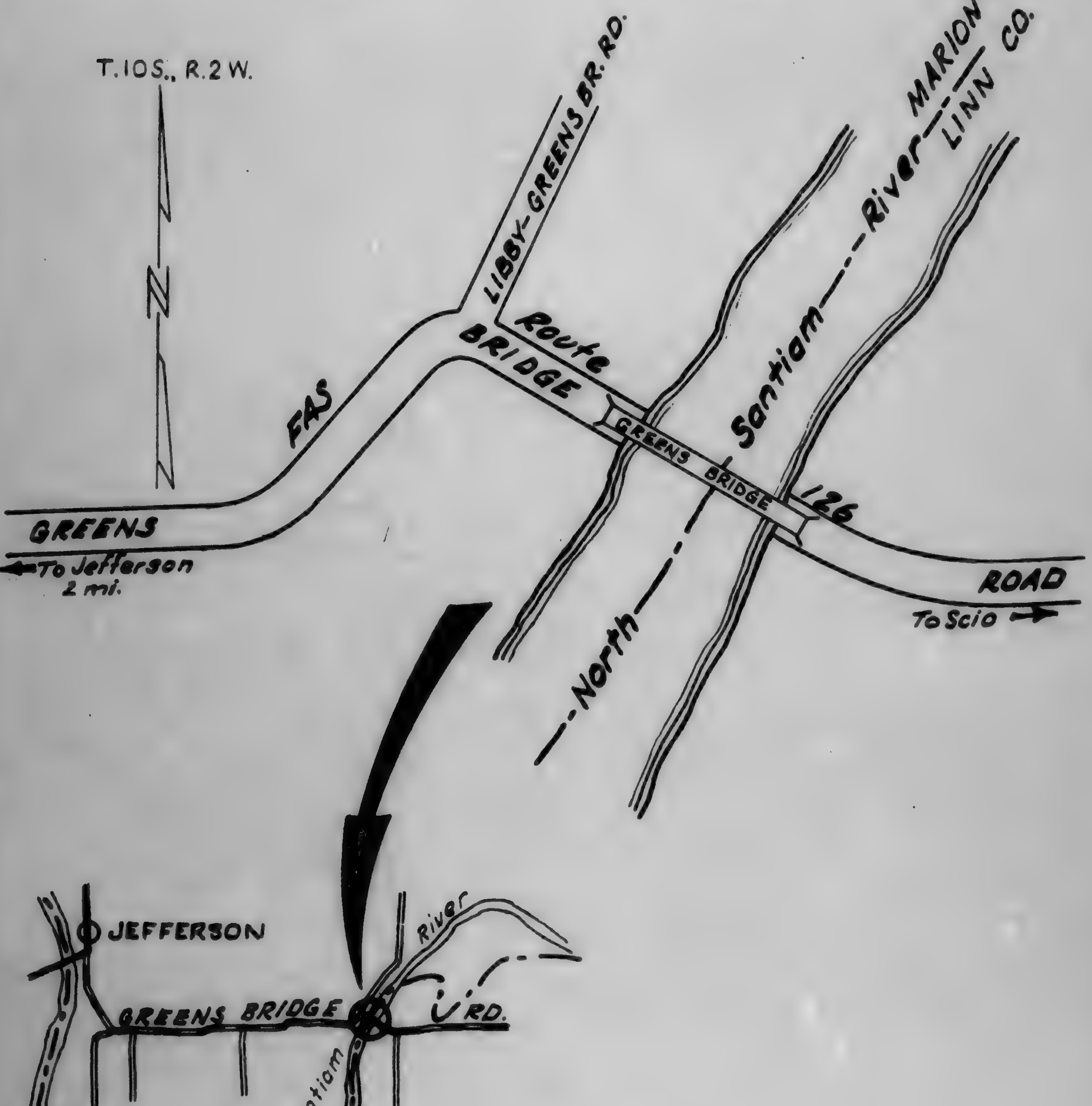
This project will consist of preliminary engineering, acquisition of right-of-way, grading, paving, structure and incidental work required to replace an inadequate narrow bridge on new and revised alignment.

Work Narrative - Construct a reinforced concrete bridge on new alighnment with a 32-foot roadway and a 4-foot sidewalk on the down stream side. Also construct the approaches and connections and a new section of roadway which will have two 12-foot travel lanes and 4-foot shoulders, and full top width of 32 feet to be paved with AC. Contract is to include sight posts, guardrail, seeding and mulching, erosion control, riprapping, and the permanent signing and striping. The existing roadway is to be used as a detour during construction.

Goals for a Livable Oregon - Up-dating of a portion of the Federal-Aid Secondary system.

Environment - It is anticipated the impact of this project will have no significant effect upon the quality of human environment; therefore, an environmental statement will not be required. A negative declaration will be prepared to substantiate this decision.

Geographical Location - See attached map.


T.10S., R.2W.
N
LIBBY-GREENS BR. RD.
MARION CO.
LINN CO.
North Santiam River
FAS Route 126
GREENS BRIDGE ROAD
GREENS BRIDGE
To Jefferson 2 mi.
To Scio
JEFFERSON
GREENS BRIDGE RD.
River
North Santiam
Marion Co
Linn Co.

N. SANTIAM RIV. (GREENS BR.) SECT.

GREENS BRIDGE RD.
Linn County

11-11-71

LINN COUNTY
Proposed Project (1972 Funds)

FAS 126: N. Santiam River (Greens) Bridge Section. Grade, drain, base, pave and structure, $450,000.

Construct a reinforced concrete bridge on new alignment with a 32-foot roadway and a 4-foot sidewalk on the down stream side. Also construct the approaches and connections and a new section of roadway which will have two 12-foot travel lanes and 4-foot shoulders, and full top width of 32 feet to be paved with AC. Contract is to include sight posts, guardrail, seeding and mulching, erosion control, riprapping, and the permanent signing and striping. The existing roadway is to be used as a detour during construction. Existing bridge is to be removed and disposed of by the contractor. Utilities are involved. Additional right-of-way is necessary. County will hold hearing.

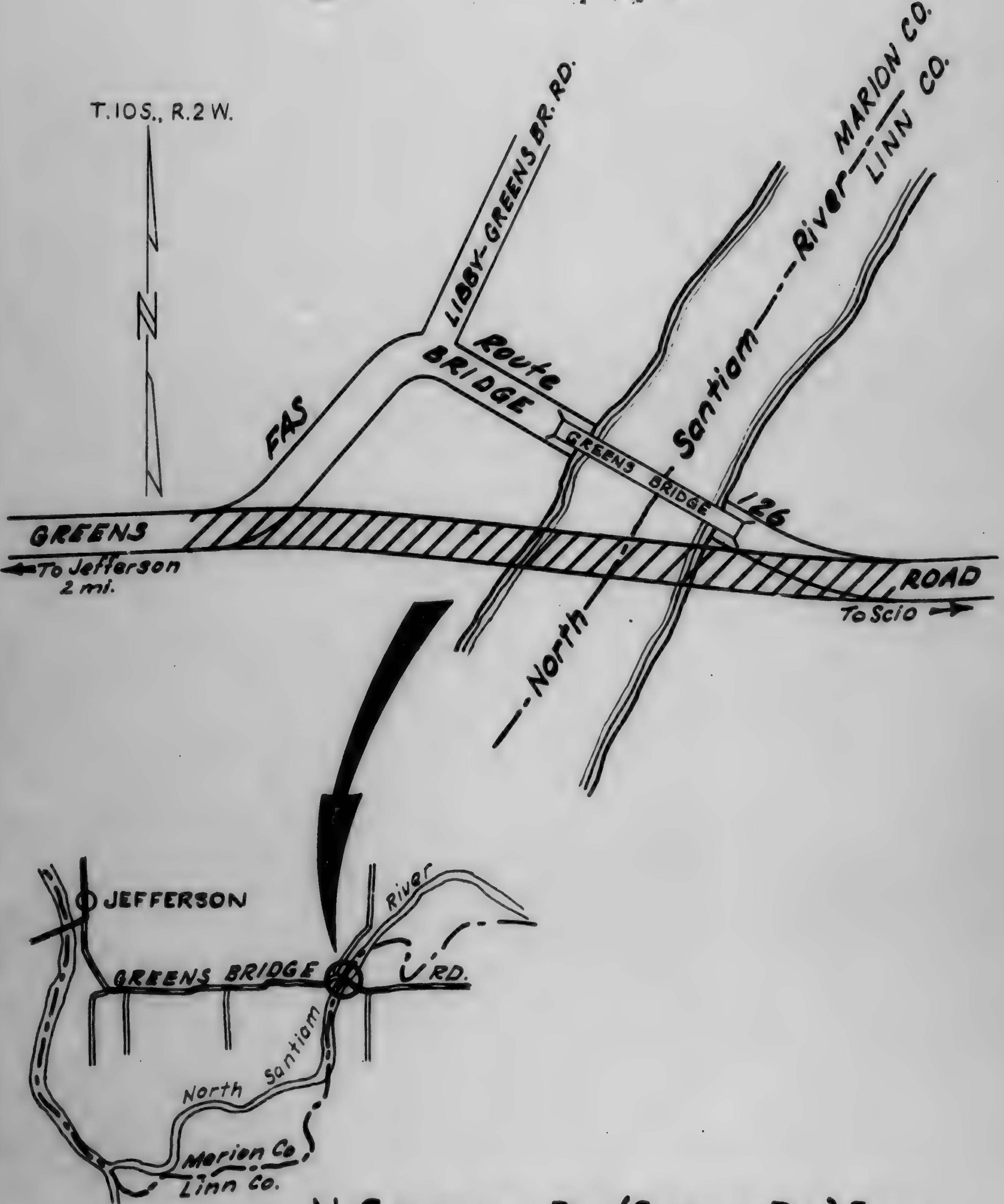
County has engaged a private consulting firm to do the design and construction engineering on this section.

County will be responsible for the survey.

Location of the bridge will be determined by the corridor hearing.

APPROVED BY HWY. COM. 11-24-71

71-i
11/11/71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LINN CO.
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To Scio
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GREENS BRIDGE
RD.
River
North Santiam
Marion Co.
Linn Co.

N. SANTIAM RIV. (GREENS BR.) SECT.

GREENS BRIDGE RD.

Linn County

7935 Nehalem Bay State Park on the 1973
Ore. Coast Hwy. N. of Tillamook
(Utility building)

7935

8

June 28, 1974

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On June 26, 1974, we wrote to you concerning release of final payment on Contract No. 7935 awarded to James A. Schwald for a utility building in Nehalem Bay State Park in Tillamook County.

Final payment on this contract is $3,504.40 and the total contract amount is $70,653.65. No work was performed under force account.

Very truly yours,

G. W. Read
COMMISSION SERVICES

Sba

cc James A. Schwald
186 Hollow Stump Road
North Bend, OR 97459

G. T. Keasey
Walt Hart
V. E. Skaug Attn: Dick Hacek
C. O. Fredrickson

7935 .8

FORM E-1P (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nehalem Bay State Park		WEEK ENDING: May 24, 1974
		SECTION PREFIX: 29-3340
HIGHWAY: Oregon Coast		COUNTY: Tillamook
NAME OF JOB: Nehalem Bay State Park	KIND OF WORK: Utility Building	
CONTRACTOR: James A. Seiwald	CONTRACT NUMBER: 7935	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 29, 1973	DATE WORK STARTED: Sept. 10, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 81,127.85	SPECIFIED COMPLETION DATE: March 31, 1974	PERCENT OF TIME ELAPSED: 100 %
EXCLUSIVE OF ENGINEERING: $ 74,042.43	ENGINEERING AUTHORIZATION: $ 7,085.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 74,042.42	ENGINEERING COST TO DATE: $ 8,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 %
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 117%	DATE PROJECT WAS COMPLETED: March 31, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Showers	0		
MONDAY 20	Prtly Cloudy	0		
TUESDAY 21	Prtly Cloudy	0		
WEDNESDAY 22	Showers	0		
THURSDAY 23	"	0		
FRIDAY 24	"	0		
SATURDAY 18	"	0		

KB

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No Work This Week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final acceptance was given on May 17, 1974.
Semi-Final was submitted on May 24, 1974.

THIS IS THE FINAL REPORT.

SIGNED Gareld Inloes LOCATION Astoria
Gareld Inloes

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7935

Salem, Oregon

April 8, 1974

C. T. Keasey
Construction Engineer

Vince Gallagher
Contract Payments

Request Contract Acceptance

Contract 7935, Work Completed March 31, 1974

Project Nehalem Bay State Park

Highway Oregon Coast

County Tillamook

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date ____________________

Conditions not acceptable:

Construction Engineer

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

cc: VG:js

7935

5

September 17, 1973

Mr. James A. Seiwald
186 Hollow Stump Road
North Bend, Oregon 97459

Dear Mr. Seiwald:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7935 for a utility building in Nehalem Bay State Park on the Oregon Coast Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Encl.

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

C. T. Keasey
Walt Hart
L. H. Young Attn: Vince Gallagher
C. O. Fredrickson
Gerald Inloes
David Talbot

D)ENEI D
DEC 27 1972

OREGON STATE
HIGHWAY DIVISION

7935

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 22, 1972

NOTED
F. B. KLABOE

Mr. R. F. Brennan, Chairman
Board of County Commissioners
Tillamook County Courthouse
P. O. Box 266
Tillamook, Oregon 97141

Dear Mr. Brennan:

Re: Nehalem Bay State Park Improvements

Enclosed for your information are plans for the addition of a utility building to the referenced park.

A contract for construction is proposed to be awarded in February. The work is estimated to cost approximately $75,000. This project is being constructed with State funds; no federal assistance is involved.

If you have any comments or questions, please contact us.

Very truly yours,

David G. Talbot
State Parks Superintendent

By

Walter J. McCallum
State Recreation Director

WJM:ja

Enclosures

cc: Clatsop-Tillamook Intergovernmental Council w/encl.
Frank S. Faldi, Mayor w/encl.

bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
J. B. Boyd
Eldon E. Everton
Cliff Lenz w/encl.

RECEIVED
STATE HWY ENGR

DEC 22 '72

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

.7936 Deadmans Cr. Slide Sec. of 1973
Wilson R. easterly of Tilla.
(Slide Correction)

DATE: February 10, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Petro Escalation Claims

See:
Leg 4
SB 416
1975

Leg 4
SB 1009
1974

The 1974 special session of the Legislature passed Senate Bill 1009 (now ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 percent. The law applies only to contracts existing prior to January 15, 1974. The law is permissive, saying, "A state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree." A similar but mandatory law was subsequently passed by the 1975 Legislature, including another year of contracts (up to 1-23-75), but was vetoed by Governor Straub after a strong recommendation from us to do so.

We had 95 contracts eligible for consideration in various stages from those just awarded to some virtually completed. At the time the law was passed, it appeared the petro item with the most potential for price change and total money potential was asphalt. We had about 82,000 tons of asphalt left to use under eligible contracts. The first large request for escalation was made on behalf of the paving subcontractor on Contract No. 7867, Cape Arago-Woodland Drive in Coos Bay. After discussions with the contractor, the State took the position that escalation on the asphalt would be recognized only after the contractor had exhausted all other remedies to secure the needed asphalt at original price quotations. As the 1974 contract paving work was accomplished, most contractors secured asphalt price protection on the work eleigible under the law. Minor exceptions were where a contractor or subcontractor had changed suppliers or the work was delayed. The contractor on the Coos Bay contract did not pursue his claim against the State further, and we understand they also secured the asphalt at original prices. A majority of the eligible contracts were completed within one year and by then, of course, all new work was being bid and performed at higher prices.

The price protection on asphalt continued on into 1975 on the remaining old work with at least one large contractor resisting pressure from his supplier for a higher price. (This was the Woodburn-Hayesville project by Gordon Ball Company, and paving there continued on into 1976.)

The end result with respect to asphalt has been that the eligible contracts were completed and with no apparent severe financial hardship on any contractor that we are aware of. In those instances where paving work was added to a contract by change orders, we have repriced the added work in accordance with higher current prices. We believe this, along with our earlier resistance to renegotiating existing contracts, helped preserve the integrity of their bid prices. We contracted a large volume of A.C. paving in 1975 and 1976 at the then higher prices, so logically this later work may have subsidized the completion of the older ones.

A different situation has evolved with respect to other petro products, particularly diesel fuel. Unlike asphalt, the amount of fuel used on our contracts is probably a very small fraction of the total market. Early in 1974, we were expecting fuel allocations and, for some contractors, the basic problem became just getting the necessary fuel at all, regardless of prices. Bidding practices with respect to fuel needs were apparently often less formal than for asphalt, so suppliers had more latitude to raise prices to contractors. Prices increased from about 14 cents per gallon to 37 cents from 1974 to 1976. A graph of the prices documented on the three largest projects is enclosed.

Obviously, the accumulative money effect of these higher prices became most severe on the largest and therefore longest running contracts. (All the contracts eligible under ORS 279.332 have been completed.) We have specific active claims for petro escalation on three contracts.

The largest claim is on the largest and longest (time) project, Woodburn-Hayesville Contract No. 7866. Two others are on Ladd Canyon-N. Powder on I-80N and a smaller one on the last eligible project to be completed, S. Tigard-Tualatin River on I-5.

We have considered for some time the various aspects of these claims, how to respond to them and carry out the legislative intent. There are good arguments both for and against making such adjustments. We have even listed some of these arguments as shown attached. We believe the contractors themselves were divided on the question at the time the legislation was considered.

My conclusion is that some sharing of these large increases in fuel cost would be equitable and appropriate. I suggest the State share in half of the escalation cost that occurred on fuel only (the largest claim is for fuel only, anyhow). Adjustment on this basis would not create any "windfall" profits. The total estimated cost should not exceed $215,000. We would seek federal participation in this.

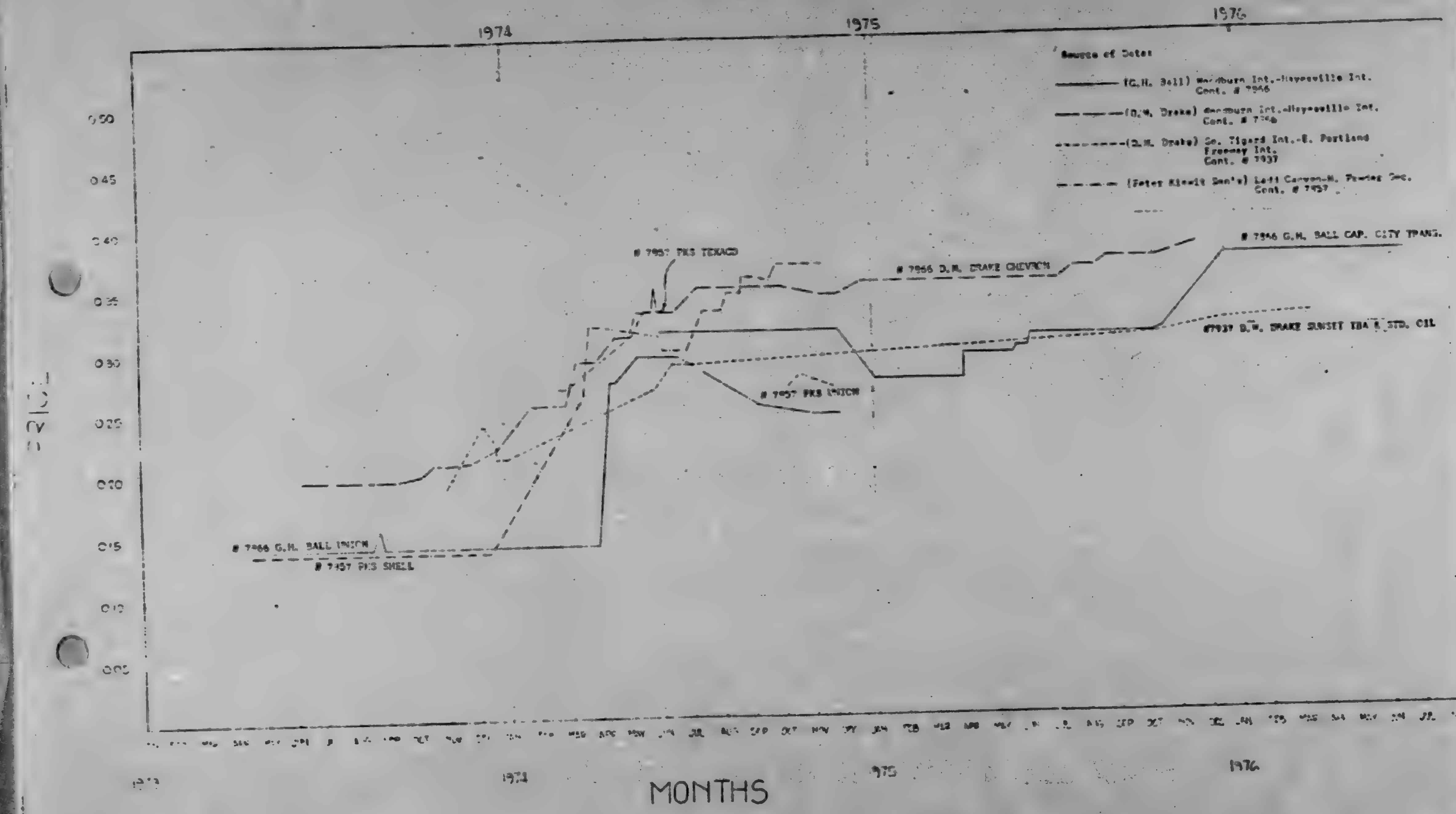
We do not know whether this approach will be agreeable with the contractors, but request your authorization to settle these claims with this objective.

Att.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe w/att.
E. S. Hunter "
R. L. Schroeder
C. T. Keasey
Walt Barrie "
George Bell
Max Klotz

GRAPH OF THE INCREASED COST/GAL
OF DIESEL OIL FROM JAN. 1973 TO
AUG. 1976



PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMARKS
A C T I V E C L A I M S							
rn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for fuel only, and after 10% excluded.
anyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim includes more than fuel.
ard-E. Portland way	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for fuel only, and after 10% excluded.
-Freewater- State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for $30,908 asphalt & $53,236 diesel; related to late completion time.
I N A C T I V E C L A I M S - D E N I E D O R D R O P P E D							
Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gasoline only.
ago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Apparently dropped.
's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 1974 asphalt denied.
Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $33/ton on 1974 asphalt denied. Subcontract conflict.
Hwy. Jct. sport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32/ton asphalt & propane; subcontract conflict, denied.
.-Pac. Hwy. and)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
usey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gasoline & CRS-1 Asphalt, dropped.

hout excluding any %.
udes fuel used for change order work added to contract. No further % reduction.

PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	RE
					ACTIVE CLAIMS				
7866	3-16-73	Woodburn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for and after 10
7857	12-20-72	Ladd Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim include fuel.
7937	9-19-73	S. Tigard-E. Portland Freeway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for and after 10
7970	11- 1-73	Milton-Freewater-Wash. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for phalt & $53, related to la time.
					INACTIVE CLAIMS - DENIED OR DROPPED				
7960	10-26-76	Hogan Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gaso
7867	3-30-73	Cape Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Appa
7936	9- 7-73	Deadman's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 19 denied.
789	6-22-73	Button Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $3 asphalt denie tract conflic
7973	12- 5-73	Umpqua Hwy. Jct. (Reedsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32 & propane; su conflict, den
7799	8-14-72	Park St.-Pac. Hwy. (Ashland)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
7660	11- 4-71	S.E. Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gas Asphalt, drop

1) Without excluding any %.
2) Excludes fuel used for change order work added to contract. No further % reduction.

ARGUMENTS FOR PETRO ESCALATION ADJUSTMENT

1. Escalation of some prices has in fact occurred and the law permits part of it to be reimbursed.
2. The large claims are from long term projects more vulnerable to unforeseen cost increases not only on petro items, but many others as well.
3. It is inherent in accomplishing large projects that they be undertaken by large firms. Only a few larger firms have the necessary resources to risk and the expertise to build them.
4. The contractors with the two large claims probably suffered large losses on the projects anyway. The petro escalation increased their losses.
5. At least one of the contractors (Ball) has apparently diligently resisted asphalt price increases (Any petro adjustment made would presumably be complete and final for all claims).
6. The Department encouraged the veto of a subsequent law which would have made escalation reimbursement mandatory. It behooves the Department to show that under the earlier permissive law it has acted fairly. This would be in the long range best interest of public by keeping a reputation of fair dealing with contractors so that they can bid at lowest prices with minimum of contingencies for unknowns.
7. Insisting on more formal fuel quotations and supply contracts at the time of bidding may well have resulted in higher initial pricing of these items.
8. Fuel availability and pricing had been quite stable prior to 1973. It is not reasonable to expect contractors to anticipate the increases that occurred within the next two years and even had this been possible, higher bid prices would have resulted.

9. In late 1973 and 1974 when rapid escalation of fuel prices occurred, there was the added problem of obtaining it at all. The State benefited from the contractors' successful efforts to obtain the necessary fuel to keep projects going and the potential loss to public (had they been unsuccessful) would have perhaps exceeded the direct cost escalation.
10. Adjustment for something less than 90 percent of the increase and with higher beginning level prices for comparison in some cases and limited to fuel only (and with no allowance for interest value during the interim since the costs were incurred by the contractors) would be a very conservative basis of final settlement if it can be negotiated.
11. A negotiated settlement without legal costs or detailed auditing costs or publicity would be the least costly to State.

JAB:fr

11/12/76

ARGUMENTS AGAINST PETRO ESCALATION ADJUSTMENT

1. Contractors involved did not suffer catastrophic results. They are in fact still in business.
2. The two large claims are from large out-of-State firms with diverse interests other than construction.
3. By holding back on recognizing any escalation obligation, price protection to contractors on asphalt may have been enhanced.
4. Loss or increase in cost from fuel escalation is merely one of many factors that could affect cost and profitability, or lack of it, on any project.
5. The Legislative concern at time law was passed may have been focused on asphalt pricing. Escalation on asphalt is not involved on the large claims.
6. To single out petro items for price escalation ignores the large cost increases that occurred in other components such as re-bar.
7. There is no guarantee of getting Federal participation in an adjustment. Specific Federal approval at a high level will be required.
8. Contractors should have had more formal and enforceable fuel contracts at time of bidding.
9. State has paid fair and current prices for all unforeseen work added to these contracts by change orders. It is only the original contract work bid in a free enterprise competitive manner which is involved in the escalation question.
10. At least one Oregon contractor (Cascade Construction Co.) that did significant work as a subcontractor on one of the eligible projects has not claimed escalation.

JAB:fr

11/12/76

June 18, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Attention Edward J. Sullivan
Legal Counsel

Dear Governor Straub:

Re: Senate Bill 416
Escalation of Contract Price for
Increase in Cost of Petroleum Products

I have reviewed the provisions of Senate Bill 416 and recommend that this legislation not be approved for the following reasons:

1. This considers only one group of products used in construction, whereas several other materials have suffered similar, if not greater, cost increases.

2. The industry (Associated General Contractors) has not asked us to include escalation clauses in our contracts, though we have discussed the problem with them several times and have given them the opportunity to make such request.

3. The legislation, as written, discriminates between contracting agencies, i.e., "...a state agency shall and a public agency may modify the provisions..." to increase the contract price.

4. Bulk asphalt prices more than doubled between the fall of 1973 and February 1974, with little or no change since that time. Diesel fuel prices have followed a similar pattern with no significant changes since the second quarter of 1974.

5. Bid prices on asphalt, which include such items as freight charges, handling costs, anticipated price increases, etc., rose to a range of $75 to $90 per ton but, with the steadier prices, have now dropped to $60 to $80 per ton.

5. The existing law covers most of the period of rapid and extreme escalation of asphalt and petroleum prices. The intent of that law was to provide a "last resort" remedy to contractors in dire financial difficulty and in danger of bankruptcy due to such escalation. The Highway Division had 45 contracts in force which were considered to be eligible for consideration. Of these, notices of claims have been received on 14 projects. Four have been completed for some time and no formal claims are anticipated. Claims have been submitted on five projects, four of which have been responded to, indicating, on the basis of information furnished, the contractor has not shown conditions meeting the intent of Senate Bill 1009. The last claim submitted is still being analyzed. There are still three large contracts in effect which are covered by the existing law and on which claims may be expected to be filed. Most of the claims appear to have been dropped.

6. To our knowledge, all our contractors have been able to obtain asphalt at or near the original quotations received from the oil companies at the time of bidding. Had we not insisted that there be a significant impact on the total contract and that any adjustment under the existing law be a "last resort" remedy, even to the extent of possible litigation against the oil companies, it is a certainty that this price protection would have been lost, resulting in several million dollars additional cost to the State and to the contractors.

If Senate Bill 416 becomes law, it will almost automatically result in the loss of price protection on existing contracts, with the additional cost being paid by the people of Oregon.

This bill far exceeds the intent of the original legislation by making it mandatory on the State to negotiate an equitable settlement on increases of more than 10 percent or face litigation.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: George M. Baldwin
A. E. Johnson
Walt Birrie
E. S. Hunter
H. S. Coulter
C. T. Keasey
Ralph Sipprell

CTK:fr HSC:ia . srb

#7756

STATE COPY

7-25-75

cc: OSHD (H S [illegible])
Wash DC (HH[illegible]
G K Hossner

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Tillamook Washington	DIVISION Oregon
DATE OF REPORT 7-25-75	REPORT MADE BY P. V. Riedl, Area Engr		PROJECT NO. ER-258(1)
COMPLETION DATE 5-30-74	ACCEPTANCE DATE BY CONTRACT AGENCY 8-29-74	TIME ELAPSED 88 %	CONTRACT TIME 50 & 200
APPROVED EXTENSIONS 4 days on Unit "A"	LOCATION Wilson River Hwy MP 7.7 and from MP 29.05 to MP 35.30		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUL 30 1975
~~Washington~~

DEADMAN CREEK SLIDE SECTION
FERN ROCK-SOUTH FORK GALES CREEK SECTION
WILSON RIVER HIGHWAY
Storm Damage Repair

This project resulted from abnormally heavy rainfall and melting snow with accompanying stream flooding and saturation of the soil which caused (1) blockage of large drainage structures with heavy debris loads, which debris in some locations flowed across the highway depositing logs, trees, mud and rocks several feet in depth on the roadway; (2) numerous small cut slides and blockage of small drainage channel culverts resulting in debris and excess water encroaching upon the roadway in many areas; (3) embankment slides, sunken roadway areas, and embankment washouts.

Temporary repairs consisted of restoring the highway to two-way traffic which required removal of debris and slide material from the roadway, placing material in washouts and embankment slides, removing debris from culverts, installing fabricated steel H-pile cribs at inlets of large culverts and providing temporary traffic control during the period the roadway was blocked to through traffic to route vehicles via other highways.

Two projects were set up to repair the remaining damage on a permanent basis.

RECEIVED
JUL [illegible] 1975
Office of
State Highway Engineer

7-31-75
cy Const

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl		SIGNATURE	
TITLE Area Engineer	DATE	TITLE	DATE

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

DEADMAN CREEK SLIDE SECTION
WILSON RIVER HIGHWAY

This project provides for the repair of a landslide area located approximately 7.7 miles east of Tillamook on the Wilson River Highway. The work consists of grading (excavating embankment slide material to a firm foundation, constructing rock foundation, and rebuilding the remainder of the embankment with common material), draining and high-type pavement for two 12' lanes with 8' shoulders. A 600' detour is also required during construction.

This contract was set up for 50 calendar days and the contractor used 44 days to complete the project.

The final contract amount, $132,816.59, is a 7% underrun. Information of the overruns and underruns are on file in the Division Office.

FERN ROCK CREEK-S FORK GALES CREEK SECTION
WILSON RIVER HIGHWAY
Grading and Paving

This project called for slide correction and pavement restoration in various locations commencing at MP 29.05 to MP 35.30. The pavement restoration consisted of placing a 4" overlay of asphaltic concrete throughout the six units. A channel change and loose riprap was required in Unit 1 along with the installation of a 48" culvert.

This project was set up for two time schedules; A for 40 calendar days and B, 200 calendar days. Schedule A was extended 4 days; however, the entire project was completed within 60 days.

The final contract amount was $196,334.96 which is a 7.1% underrun. Information of the overruns and underruns are on file in the Division Office.

7936

R

June 10, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. ER-258(1)

SUBJECT Request Federal Aid Project Acceptance

Contract 7936, Work Completed May 30, 1974

Project Deadmans Creek Slide Section

Highway Wilson River

County Tillamook

Acceptance: State Highway Commission August 29, 1974

Federal Highway Administration May 30, 1974

Contract 7941, Work Completed December 27, 1973

Project Fern Rock Creek-S. Fork Gales Creek

Highway Wilson River

County Tillamook & Washington

Acceptance: State Highway Commission March 14, 1974

Federal Highway Administration January 24, 1974

All participating work on this project has been completed.

Emergency work was completed September 24, 1973.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DC:js

cc: R. Hacek
R. D. Church

7036 2-8

R

STATE COPY

MONTHLY TRANSACTION NUMBER
2-10-14

PROJECT REPORT NUMBER
10

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

2-19-75

STATE
Oregon

COUNTY
Tillamook & Washington

PROJECT NUMBER
ER-258(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 541,283	$ 556,885
Federal Funds	$ 541,283	$ 556,885
Other revisions		

Complete modification in #7941

This modification is made for the following reasons:

to include increase in cost by approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of February, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

7956 5

STATE COPY

Form Approved; O.M.B. No. 04-R2039

MONTHLY TRANSACTION NO. 9-10-17	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE OREGON
PROJECT REPORT NO. 7	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 9-21-73	COUNTY Tillamook & Washington
		PROJECT NO. ER-258(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 6 5.2 Mi. E. of Tillamook, E. 35.37 Mi. (MP 6.0 to MP 41.37)

See #7941 for attach.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	1-11-72	
RIGHTS-OF-WAY	5-18-73	▨
CONSTRUCTION	Various	1.41
OTHER *(Specify)*		

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT $ 541,283	FEDERAL FUNDS $ 541,283

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By ______________________
____
(Title)
By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer September 24, 1973

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

7936

September 11, 1974

Wells-Reed-Wood-West Co.
415 Morgan Building
Portland, OR 97205

Gentlemen:

On September 10, 1974, we wrote to you concerning release of final payment on Contract No. 7936 awarded to William D. McBee for work on the Deadmans Creek Slide Section of the Wilson River Highway in Tillamook County.

Final payment on this contract is $7,314.14 and the total contract amount is $155,564.47 including $4,277.48 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: William D. McBee
2050 Lomond St.
Springfield, OR 97477

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7936

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Deadmans Creek Slide

WEEK ENDING: July 19, 1974

SECTION PREFIX: 29-1093-900

HIGHWAY: Wilson River

COUNTY: Tillamook

NAME OF JOB: Deadmans Creek Slide

KIND OF WORK: Slide Correction

CONTRACTOR: William D. McBee

CONTRACT NUMBER: 7936

FEDERAL AID PROJECT NUMBER: ER-258(1)

DATE OF CONTRACT: 9-7-73

DATE WORK STARTED: 9-11-73

ESTIMATED COMPLETION DATE: 5-31-74

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 50

CALENDAR DAYS USED: 44

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 88

PROJECT AUTHORIZATION: $ 165,467.11

EXCLUSIVE OF ENGINEERING: $ 152,463.70

ENGINEERING AUTHORIZATION: $ 13,120.74

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 152,106.37

ENGINEERING COST TO DATE: $ 12,428.09

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.2 %

PERCENT OF AUTHORIZATION: 95 %

DATE PROJECT WAS COMPLETED: 5-31-74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	1001	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13	0.13			0.13
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.13	0.13			0.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)	29,250 cy	1,440 cy			650 ton
TOTAL QUANTITIES CORRECTED TO DATE	29,150 cy	1,390 cy			624 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	29,150 cy	1,390 cy			624 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 22 1974
CONSTRUCTION SECTION

Keasey
Bond
Glenn
Belo

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Have received all needed paper work items from contractor and submitted third notification. Estimate that the Semi-Final will be submitted by 7-24-74.

This is the final weekly report on this project.

SIGNED C. Anderson LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7936

8

June 5, 1974

TO G.L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. ER-258(1)

FROM C.T. Kassey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7936, Work Completed May 30, 1974

Project Deadmans Creek Slide

Highway Wilson River

County Tillamook

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ______________________

G.L. Green
Division Engineer

VG:bz
cc: F.B. Klaboe

#7936

FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 3, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project ER-258(1)
Deadmans Creek Road
State Force Order No. 1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

A reevaluation has been made of the State Force Order for patching the detour on the subject project.

The references to the standard specifications in the order indicate clearly that the maintenance of a detour, after accepted and opened to traffic, is the responsibility of the contractor.

The method established for performing the work, because of the circumstances explained in your submission, is considered acceptable; however, as this maintenance is the responsibility of the contractor Federal participation is disapproved.

Our approval of 11/14/73 is recinded and this order should be coded as nonparticipating.

G. K. Hosner
for G. L. Green

RECEIVED
JUN 5 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUN 4 74
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

6-5-74
orig. to Kreary
cy Rulien
Gallagher cy alj

NOTED
H.S. COULTER

FORM [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 26, 1973

TO H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

FROM for T. W. Litchfield
REGION OPERATIONS ENGINEER

SUBJECT Repair of Damages and Drainage Complaint
Randall Property
Deadman Creek Slide Section
Wilson River Highway
Tillamook County
Contract No. 7936

On December 13, 1973 your office was contacted by the Ombudsman and requested to investigate a complaint registered by Mr. Harold Randall to the Tillamook County District Attorney.

You will find attached a letter from our Resident Engineer Chet Anderson to this office and also a letter to Mr. Anderson to the Contractor Mr. William D. McBee, with regard to this problem.

This drainage problem has been discussed with me by both Mr. Anderson and Eldon Everton, our district engineer in this area. And both have pointed out that Mr. Randall constructed his house below the highway and within the drainage area. There has been some damage to his property which was caused by the diversion of the stream by our contractor. This is clearly a contractor responsibility and will be corrected by Mr. McBee. Any further adjustment of the natural thread of the stream is the responsibility of Mr. Randall, he has been told this on numerous occasions by Mr. Anderson, Mr. Everton and our section foreman, Mr. Olaf Fransen.

We are aware of the problem and we are taking action to correct any damage which has been done to Mr. Randall's property as a result of the above captioned project.

TWL:lb

cc: C. D. Anderson
E. L. Everton

RECEIVED
DEC 28 1973
Office of
Assistant State Highway Engineer

29-1093

REGION 2 ENGINEER
RECEIVED
DEC [illegible] 1973
FILE:
☐ RE ☐ [illegible] ☐ [illegible] ☐ RTE ☐ ROE
☐ ULE ☐ [illegible] ☐ TA ☐ FILE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Tillamook, Oregon
December 17, 1973

FROM: C. Anderson
Resident Engineer

TO: Ted Litchfield
Region 2 Operations Engr

SUBJECT: Repair of Damages and Drainage
Complaint, Randall Property
Deadmans Creek Slide Section
Wilson River Highway
Tillamook County
Contract #7936

Attached is my letter to the contractor requesting that damages to Mr Randall's property caused by activities on the Deadmans Creek Slide Correction project be repaired.

I beleive Mr Randall is concerned about two factors, first, the repair of erosion damages which he claims were caused by the contractors activities and second, the problem of having water passed under the highway and onto his property.

The first concern of Mr Randall's will probably be taken care of by the contractor in the near future.

Mr Randall's second concern probably cannot be resolved. The water originate~~d~~s in a drainage area north of the highway, is channeled under the highway in a culvert which is located in the area's natural low spot and then passed onto his property on its way to the Wilson River. To stop this water from passing onto his property would require diverting it to an adjacent drainage area, undoubtedly creating similar problem in the second drainage area. The water is being maintained in its natural drainage channel and it appears it would be the responsibility of the property owner to handle this water as it crosses his property.

C Anderson
C. Anderson
Resident Engineer

OREGON STATE
HIGHWAY DIVISION
Tillamook, Oregon
December 17, 1973

To: William D. McBee
2050 Lamond Street
Springfield, Oregon 97477

Subject: Repair of Damages, Randall Property
Deadmans Creek Slide Section
Wilson River Highway
Tillamook County
Contract #7936

On December 13, 1973, Mr Bill Bowyer, Tillamook County District Attorney, relayed to me by phone that Mr Randall, owner of property located just west of the Deadmans Creek Slide Correction project was in his office asking that something be done to have erosion damages on his property repaired. Mr Randall claims that the erosion damages were caused by construction activities on the above project.

I indicated to Mr Bowyer that I was familiar with Mr Randall's compliant and that in performing your work on the above project water from Deadmans Creek was temporarily diverted into the drainage channel which crosses Mr Randall's property. Water flowing in this channel has caused the erosion which Mr Randall is asking to have repaired.

As outlined in Section 107.19 of the Standard Specifications, repair of damages due to your activities on the project are your responsibility. It is therefore requested that those damages to Mr Randall's property which were caused by your work on the Deadmans Creek Slide Correction project be satisfactorily repaired in the near future.

C. Anderson
Resident Engineer

cc: Bill Bowyer
Tillamook County District Attorney

Cont. 7936

MEMO OF CALL OR VISIT

TO Scott

SECTION

DATE 12-13

TIME 4:20 A.M. [✓ P.M.]

NAME, ORGANIZATION OF CALLER
Chaloners Jones,
Ombudsman,
Governor's office

ACTION

☒ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL

☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT 3123 ☐

☐ WILL VISIT OFFICE AGAIN AT ______ A.M. P.M. ON ______

MESSAGE

The D.A. in Tillamook called Mr. Jones about a citizen complaint from Harold Randall, 15455 Wilson River Hwy., Tillamook. Mr. Randall lives between two creeks. Because of highway construction there was diversion of water and as a result of the rains, the water is dumped on his property, causing erosion. He has discussed the problem with Resident Engineer Chet Anderson.

Mr. Jones wants a report from us.

I phoned Gerry Wimer who will check and report to you.

SIGNATURE

FORM 8-301

12-13-73
4:45

Ted Litchfield phoned in a report, & I got Mr. Jones on our call, and Ted was able to satisfy Mr. Jones as far as his office is concerned. Ted will follow up in the morning and report - or have the Resident report - so there will be a follow-up in our file.

7936

November 21, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

Federal-aid Project
No. ER-258(1)

SUBJECT Request Change Order Approval

Contract 7936, State Force Order No. 1

Project Deadmans Creek Slide

Highway Wilson River

County Tillamook

This order covers the cost of patching the detour surfacing left of the centerline which is breaking up under traffic. Breakup of the detour surfacing can be attributed to a pumping action which developed in the subgrade after the detour was opened to traffic. Due to the lateness of the season when this project was contracted and the short completion time allowed, the surfacing work had to be done under adverse weather conditions. It is in the public interest to have the patching work performed by state forces which have the necessary equipment and trained personnel to perform the work. The contractor does not have men or equipment to do this type of work. Materials, equipment and personnel are not available and there is no commercial suppliers in the area.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $2,000.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 11, 1973.

Your approval as of October 11, 1973 is requested.

Attach.

BMW:js

#7936

5

STATE COPY
10-3-73

FORM PR-33A
(REV. 3-68)

OSHD (Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Tillamook	Division Oregon
Date of Inspection 10/3/73	Inspection Made By P. V. Riedl, Area Engineer		Project No. ER-258(1)

In Company With: Chet Anderson, Res. Engr.; W. Kappus, Ass't Area Engr; B. Veile, ROW Trainee

Location: Mile Post 7.7 Wilson River Highway at Deadman Creek

COPY SENT
OCT 23 1973
REGIONAL OFFICE

Contractor Name and Address: William D. McBee, Springfield, Oregon 97477

Award Date 9/7/73	Contract Amount 142,266.00	Time Allowed 50 Cal Days	Time Started 9/21/73	Work Started 9/11/73
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 18** %	Work Completed 9.2%**	

Roadbed (Width) 40' *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING			STRUCTURES OVER 20-FOOT SPAN		
			THICKNESS		WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
			EDGE (Inches)	CENTER (Inches)				
Bit. Conc.	6201	.122	4"	4"	40'	None		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

** For week ending 9/29/73

RECEIVED
OCT 25 1973
Office of
Assistant State Highway Engineer

DEADMAN CREEK SLIDE
WILSON RIVER HIGHWAY

This project provides for the repair of a landslide area located approximately 7.7 miles east of Tillamook on the Wilson River Highway. The work consists of grading (excavating embankment slide material to a firm foundation, constructing rock foundation and rebuilding the remainder of the embankment with common material), draining and high-type pavement for two 12' lanes with 8' shoulders. A 600' detour is also required during construction.

1. Work Completed

Clearing	65% Complete
Drainage	30%
Grading	15%
Base	7%

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
OCT 24 '73
REFER TO
FOR
☐ Info
☐ Inves
☐ R/D
☐ D/R
☐ Sign
☐ Act
☐ File

10-26-73
[illegible] w/ Young

(more)

2. Work in Progress

At the time of the inspection the contractor was paving the detour road. He was utilizing a paving machine, a roller, a blade and four trucks. Two flagmen were being used to safely direct traffic through the work area.

3. Extra Work Orders and Price Agreements

EWO #1	Flagging	$3,000
PA #1	Select subgrade Mat.	$4,400

4. Comments

The preconstruction conference was held August 31, 1973.

The winter seasons in this coastal area are foggy with a considerable amount of rainy weather. An open excavation in the roadway with a short detour coupled with this type of weather would create a very hazardous situation. Every effort should be made to complete this project this fall. Some problems could be encountered if the construction of the embankment is not complete prior to the on-set of the rainy weather. Work is progressing satisfactorily however and the project should be completed in a minimum of time.

7936

September 21, 1973

William D. McKee
2080 [illegible] Street
Springfield, Oregon 97477

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 7936 for slide
> correction on the [illegible] Creek
> Slide Section of the Wilson
> River Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Hood, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc [illegible] Company
415 Morgan Building
Portland, Oregon 97205

Great American Insurance Company
Pacific NW Regional Office
2000 Ninth Avenue
Seattle, Washington 98121

bc G. T. Kassey
Walt Hart
L. E. Young
Attn: Vince Gallagher
C. O. Fredrickson
Chet Anderson

7936

5

September 20, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of September 7, 1973 is requested in the award of contract for the Deadmans Creek Slide Section, Project No. ER-258(1).

The contractor receiving the award is William D. McBee, in the amount of $142,266.00, with Contract No. 7936 assigned. This bid was received on August 23, 1973 and awarded on September 7, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date________________________________
I concur in the award.

G. L. Green
Division Engineer

DAR:bb

7936

September 18, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. ER-258(1)

FROM
L. H. Young, Office Engineer

SUBJECT Notification Contract Work Started

Contract 7936, Work Started September 11, 1973

Project Deadmans Creek Slide

Highway Wilson River

County Tillamook

VG:dgk

7936

September 6, 1973

William D. McBee
2030 Lomond Street
Springfield, Oregon 97477

Dear Mr. McBee:

The State Corporation Commissioner's office has informed us that your firm is not on record in their office.

This is in reference to your Contract No. 7936 for the Deadmans Creek Slide Section project in Tillamook County on which bids were received August 23, 1973.

We bring this to your attention as under Oregon law it is necessary that corporations be properly registered before beginning work on a State project.

If you have not already done so, will you please take steps to register with the State Corporation Commissioner.

Very truly yours,

C. W. Hood, Manager
ADMINISTRATIVE SERVICES

CWH:td

cc Mr. Frank J. Healy
State Corporation Commissioner
158 12th N. E.
Salem, Oregon 97310

bc C. T. Keasey
Russ Graham

7936

August 27, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. ER-258(1)
Deadmans Creek Slide Section

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on August 23, 1973, and William J. McBee of Springfield submitted the low bid for the permanent flood damage repair on this section in the amount of $142,266.00, which is $15,208.50, or 11.9 percent over our engineer's estimate of $127,057.50. Two other bids were received in the amounts of $146,936.00 and $181,027.00.

We have concluded that our estimate is too low, especially for the bid items: Embankment Foundation Excavation and Loose Riprap, Class 700, which accounts for $14,032.00 of the $15,208.50 over our engineer's estimate. We believe the reasons for the high bids were caused by the work area's remote setting, which complicates and makes material procurement expensive and the short time allowed for completing the work prior to the beginning of another winter season.

We feel the low bid is reasonable, as the project was advertised for three weeks, and two of the bids by competent qualified bidders of $142,226.00 and $146,936.00 are within reason as explained above. We further feel that we would not receive a lower bid if the project were readvertised.

For these reasons, we believe it is in the public interest to award the contract to the low bidder, William J. McBee. Attached are two copies of the bid tabulations, and if further information is needed, please advise.

Enclosed also are four copies of a revised PS & E estimate for the Fern Rock Creek-S. Fork Gales Creek Section of the subject project, which also includes the actual bid prices received for the Deadmans Creek Slide Section, to form a basis for requesting additional funds for the total project.

Enc.

DAR:da

79316

U. S. DEPARTMENT OF TRA[illegible]RTATION - FEDERAL ~~HIGHWAY~~ ADMINISTRAT[illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-22-73

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. ER-258(1)
		STATE PROJECT NO. DEADMAN'S CR[illegible]K SLIDE MILLS BR.-WASHBURN SECTION
		COUNTY NAME TILLAMOOK
	ITEM NO. ER-15	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 23 73
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

DATE PS&E APPROVED AUGUST 6, 1973	DATE AUTHORIZATION EFFECTIVE AUGUST 6, 1973	FEDERAL ROUTE NUMBER PRIMARY ROUTE 35 STATE ROUTE NUMBER PRIMARY ROUTE 37

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $3,000; TEMPORARY EROSION CONTROL $100.00; PERMANENT SIGNING $100.00; AND ROADSIDE SEEDING AND MULCHING IN AMOUNT OF $320.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify).
CONTRACTOR'S FLAGGING $3,000
TEMPORARY EROSION CONTROL $100
PERMANENT SIGNING $100
ROADSIDE SEEDING & MULCHING $320

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S AUGUST 2, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO COMPLETE THIS WORK WITHIN THIS CONSTRUCTION SEASON AND APPROVE A TWO WEEK ADVERTISEMENT PERIOD.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

8-27-73
original + attachment
to L. H. Young

RECEIVED
AUG 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE 8-22-73	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7936

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 2, 1973

TO
G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT
Deadmans Creek Slide Unit
Mills Bridge-Washburn Sec.
Oregon Project No. ER-258(1)

We have submitted complete PS & E documents to your department for the subject project and accordingly we are requesting authorization to advertise on August 6, 1973 for bids to be received on August 23, 1973. This will be less than the minimum three week advertising period (two weeks and three days) but we feel it is in the public interest to proceed now because:

> It is a small project and can be completed in the allowed 50 calendar workdays that will remain this summer after the bid opening date. We believe there are enough contractors constructing this size project now ready to bid that we can receive a favorable response with less than a three week advertising period regardless, if the strike is settled or not.
>
> We feel this work should be completed before this winter to protect the roadway and the traveling public. We realize it carried over last winter but last winter was one of the driest on record. Our next scheduled bid opening would be too late to complete the work this year.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility railroad status report.

DAR:pr

79366

702

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-18-73

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ER-258(1) UNIT 2

STATE PROJECT NO.: DEADMANS CREEK SLIDE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: ER-15

COUNTY NAME: WASHINGTON TILLAMOOK

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR
MAY 22 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File
Oxley
5-23-73

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: MAY 18, 1973

FEDERAL ROUTE NUMBER: PRIMARY ROUTE #35

STATE ROUTE NUMBER: WILSON RIVER HIGHWAY ROUTE #37

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF THREE PARCELS, FILE NUMBERS 47383, 47384 AND 47385 AS REQUESTED IN MR. YOUNG'S MAY 16, 1973 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) RELOCATION PAYMENTS.

FILE NOS. 47383, 47384 & 47385
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NOTED
A. E. JOHNSON

DATE: 5-18-73

SIGNATURE OF APPROVING OFFICIAL: F. Mathews for

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7936

May 15, 1973

702

TO Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. H. YOUNG

FROM L. H. Young, Office Engineer

SUBJECT Project No. ER-258(1)
Deadmans Creek Slide Section
Right-of-Way
(Files 47383, 47384 and 47385)

We hereby request your authorization to proceed with the actual acquisition of the right-of-way required for the subject project. The properties are included in the project as programmed and are as outlined in red on the enclosed sketch map.

The acquisition of these properties will not cause the relocation or displacement of an individual, family or business.

CL:bb
Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

7936

3

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 20, 1973
Salem, OR 97310

SUBJECT: Utility Status Report
for May 24, 1973 Letting

To: L. H. Young
Office Engineer

BUILDING

702

The status of negotiations with utilities on the following ER project for the above letting is as follows:

DEADMANS CREEK SLIDE SECTION
Project No. ER 258(1)

Slide Correction

There is one pole jointly used by Tillamook P.U.D. and Pacific Northwest Bell which conflicts with the proposed construction. The two utilities have been contacted and have verbally agreed to adjust the conflicting pole. PNB and Tillamook Television have also been contacted regarding work clearance for the project. They have agreed to raise the lines to provide the required clearance. The conflicting utilities are located on public road right of way under OSHD permit, therefore reimbursement will not be required for their adjustment. No delay to the contractor is anticipated.

I certify to the best of my knowledge that the above statements are correct in regard to utility negotiations with the project listed above.

Jack M Cartwright
Jack M. Cartwright
Utility Office Engineer

JMC:jly

cc: H. S. Coulter
F. L. Hall
V. E. Skoog
C. G. Swenson
R. N. Chase (5)

NOTED
H. S. COULTER

NOTED
E. S. HUNTER

RECEIVED
JAN 19 1973
FOR FILING

7936

January 19, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM E. H. Young
Programming Engineer

SUBJECT Deadman Creek Slide Section
Wilson River Highway
Oregon Project No. ER-258(1)
10-35-ER; PVRiedl:ch

102

We are forwarding the following listed attachments in response to your letter dated December 14, 1972.

Exploration drill log Sta. 394+24 Lt. 16' #73-1
Exploration drill log Sta. 394+19 Rt. 16' #73-2
Exploration drill log profile

This is the information mentioned in Mr. A. E. Johnson's letter dated January 8, 1973. We hope this data will allow an early approval of the project.

Attachments

DAR:ed
cc: A. E. Johnson
E. S. Hunter
C. M. Williams
G. C. Wills
W. R. Fretwell
R. N. Chase

RECEIVED
JAN 19 1973
FOR FILING

7936

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1973

NOTED
A. E. JOHNSON

To: L. H. Young
PROGRAMMING ENGINEER

BUILDING

SUBJECT: ER-258 (1)
MP 7.7
Wilson River Highway

In reference to Glen Green's letter of Dec. 14, 1972 (Federal Highway Administration).

Mr. Green requested additional information on this storm induced slide.

The additional drilling has been completed and the information is attached. Please transmit to F.H.W.A.

Robert N. Bothman
Maintenance Engineer

By:

ORIGINAL SIGNED BY C. M. WILLIAMS

Carl M. Williams
Maintenance Services Engineer

CMW:mlp
Attachments

cc: J. B. Boyd
A. E. Johnson
George Wills

RECEIVED
JAN 16 1973
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1972

FOR FILING

7936

January 8, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

702

Dear Sir:

Oregon Project No. ER-258(1)
Wilson River Highway
M.P. 7.7, Deadman Creek
Slide Section

We are proceeding with the suggestions in your December 14 letter for additional drilling information on the subject slide.

The drill is moving in today, January 8; it is estimated that a week of drilling will be required and then a week of evaluation. It is anticipated that this additional information will be submitted to you about January 27.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
F. B. Klaboe
R. W. Bothman
J. B. Boyd (enc.)

CMN:mlp ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: December 14, 1972

In reply refer to: 10-35-DB

FROM : for G. L. Green, Division Engineer
Salem, Oregon

G. K. Hossner

SUBJECT: Oregon Project No. ER-258(1)
Wilson River Highway
MP 7.7, Deadman Creek
Slide Section

RECEIVED
STATE HWY ENGR
DEC 15 '72
REFER TO
FOR
Info | ves | R/D | DIR | Sign | Act | File

NOTED
F. B. KLABOE

Your November 14, 1972 letter furnished a detailed review of the proposed repair on the subject project. This information has been reviewed and the section can be considered eligible for repair under the terms of the ER program. However we find that in order to develop a complete analysis some additional field data will be needed.

It is suggested that a hole be drilled 20' plus or minus left of centerline at the same station as drill hole No. 2. (This appears to be the most critical location.) In addition to this a soil profile somewhere between 40' and 60' right of centerline at the same station should be determined. This possibly could require some portable hand auger equipment due to the limited access. This investigation would furnish an existing critical soil cross section for use in reanalysing the magnitude of repair.

The need for this additional information has been informally discussed with Messrs. Boyd and Fretwell of your Region II office.

12-15-72
REFERRED TO
ac
BY DEPUTY STATE HIGHWAY ENGINEER

MAINTENANCE ENGINEER
RECEIVED
DEC 20 1972
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BME ☐ SS ☐ AA ☐ FILE ☐ TA

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

DEC 27 1972

FOR FILE

7936

5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1972

NOTED
A. E. JOHNSON

SUBJECT: ER-258(1)
Fill Slide
Wilson River Highway
MP 7.7 Deadman Creek

To: J. B. Boyd
REGIONAL ENGINEER

REGION 2

This project is on the January 25, 1973 contract schedule. Estimated cost, $120,000.

F.H.W.A. considers it eligible for E.R. funding, but requests additional information.

I suggest you expedite the information so that this project may proceed.

A copy of F.H.W.A.'s latest request dated December 14, 1972 is attached.

Robert N. Bothman
Maintenance Engineer

By:

ORIGINAL SIGNED BY C. M. WILLIAMS

Carl M. Williams
Maintenance Services Engineer

CMW:mlp
Attachment

cc: ~~A. E.~~ Johnson (AEJ 702) w/attach.
L. H. Young w/attachment
George Wills w/attachment

RECEIVED
DEC 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP [illegible] 1972

[illegible] FILING

5

FORM E-30 (REV. 10-69)

7936

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
F. B. KLABOE

Salem 97310
September 21, 1972

SUBJECT: Right of Way Status
E. R. 72 Project
Bid Opening October 26, 1972

To: L. H. Young
Programing Engineer

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

The right of way for the following project will not be ready for this contracting date. We have not received authorization to purchase the necessary right of way.

Deadmans Creek Slide Section

File 47303
File 47384
File 47385

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
STATE HWY ENGR
SEP 22 '72
REFER TO

FOR

Info	Inves	R/D	DTR	Sign	Act	File

RECEIVED
AUG 1[illegible] 1972
FOR FILING
7936

August 14, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Programming Engineer

SUBJECT Project No. ER-258(1)
Deadmans Creek Slide Section
Right of Way

We hereby request your authorization to proceed with the actual acquisition of the right of way required for the subject project. The properties are included in the project as programmed and are as outlined in red on the enclosed sketch map.

The acquisition of these properties will not cause the relocation or displacement of an individual, family or business.

Enclosure

GL:js

RECEIVED

FILING

RECEIVED
JUL 28 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Return or Keep ☐
Copy for File ☐
Return To
Bring Up ___/___/___
Other

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

7936

July 26, 1972

cc's sent 7-28:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
J. B. Boyd (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of July 20, 1972, in which you requested our comments on the following project:

Deadmans Creek Slide Section
Wilson River Highway
Tillamook County

Our only concern in this project is that water quality be preserved and that the material deposited in the disposal area does not affect the quality of the flowing stream. The project is approved.

NOTED
E. S. HUNTER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

RECEIVED
JUL 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JUL 20 1972 51

RECEIVED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7936

Carnegie

July 20, 1972

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith are preliminary plans for the following project scheduled for contract letting September 28, 1972.

1. Deadmans Creek Slide Section
   Wilson River Highway
   Tillamook County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By for Donald L
Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

cc's sent 7-27:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
J. B. Boyd (2)

SNR 7-24-72

Enclo.

Dear Frank

Our only concern is that water quality be maintained.

Burt

cc: OG

RECEIVED
JUL 2[illegible] 1972

FOR FILING

7936

July 20, 1972

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith are preliminary plans for the following project scheduled for contract letting September 28, 1972.

1. Deadmans Creek Slide Section
   Wilson River Highway
   Tillamook County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
DONALD L. TROUT
Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

cc: E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
J. B. Boyd (2)

Encl.

RECEIVED
JUL 20 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JUN [illegible] 1972

7936

June 19, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programming Engineer

SUBJECT Deadman Creek Slide Section
Project ER-258(1)
Wilson River Highway (M.P. 7.7)

As requested by your Mr. C. R. Burghardt and Mr. T. P. Lowe, the following supporting data to substantiate our estimated cost of accomplishing the permanent restoration of the subject section, including the revised PR-1 form, is forwarded herewith.

1 copy	Region 2 Construction Engineers letter of June 12, 1972.
1 copy	Estimate of Cost, revised (dated May 25, 1972)
1 copy	Report of Survey by Mr. Lemon A. Webber, Resident Engineer
1 copy	Addendum to Report of Survey
1 copy	Estimate of Cost (Gabion Baskets)
1 copy	Estimate of Cost (Concrete Retaining Wall)
1 copy	Assistant Regional Geologists letter of June 13, 1972.
1 copy	Sketch Map showing location of exploration drill holes
1 copy	Sketch Map (1"=400') showing location of typical cross section
4 copies	Soil and Geological Exploration Log for the four holes
1 copy	Typical Cross Section

It was generally agreed on February 9, 1972, when Mr. T. P. Lowe made his "Damage Assessment Report", to reconstruct the roadway on a new alignment by shifting slightly into the hillside away from the embankment slide. Upon extensive field investigation it was found necessary to shift the centerline 37 feet in this area to clear the slide. To construct on an alignment comparable for the class of highway it was determined that the cost of earthwork alone, for this realignment, would exceed the estimated cost of our proposal to excavate the slide material and reconstruct on the existing alignment. Using large rock (rip rap) in the lower portion of the reconstructed embankment will alleviate the problem that has plagued the existing embankment and at the same time be the more economical solution.

Attachments
JG:dgk

7936

S

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

June 13, 1972

SUBJECT: M.P. 7.7 Slide
Wilson River Hwy
Tillamook Co.

To: J. G. Boyd

Attn: G. W. Wimer

The following is a brief description of the slide at M. P. 7.7 on the Wilson River Hwy.

The slide in question lies within the Tillamook volcanic series. The rock type includes dark-greenish-gray aphanitic to porphyritic basalt flows, breccia, tuff, and related intrusive rocks with pillow structures and zeolites.

The slide itself consists of clay and rock used for fill material and lies on weathered andesitic agglomerate. The agglomerate in turn lies on a blue volcanic ash which is very wet in the lower two feet. Marine basalt underlies all of the above rock types and it is the bedrock on which we should build the inlay.

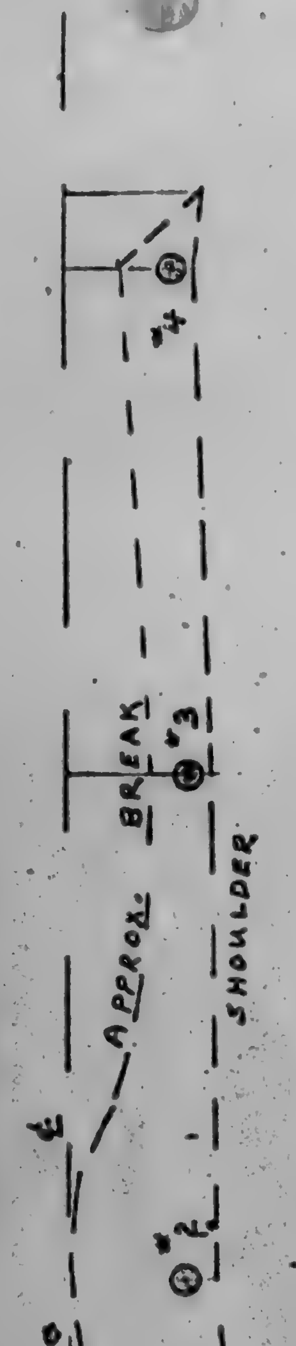
The main problem is that water has penetrated through the fill and into the soft andesitic agglomerate. The agglomerate matrix, which is a clay, fails and permits movement within itself causing sliding of all material above it. The agglomerate becomes fairly firm with depth, see drill logs 72-1 through 72-4, but the underlying volcanic ash is another material which will fail when wet, therefore we suggest the removal of all materials above the marine basalts. This procedure will afford a stable foundation for the rock inlay and reconstructed fill.

W. R. Fretwell
REGIONAL GEOLOGIST

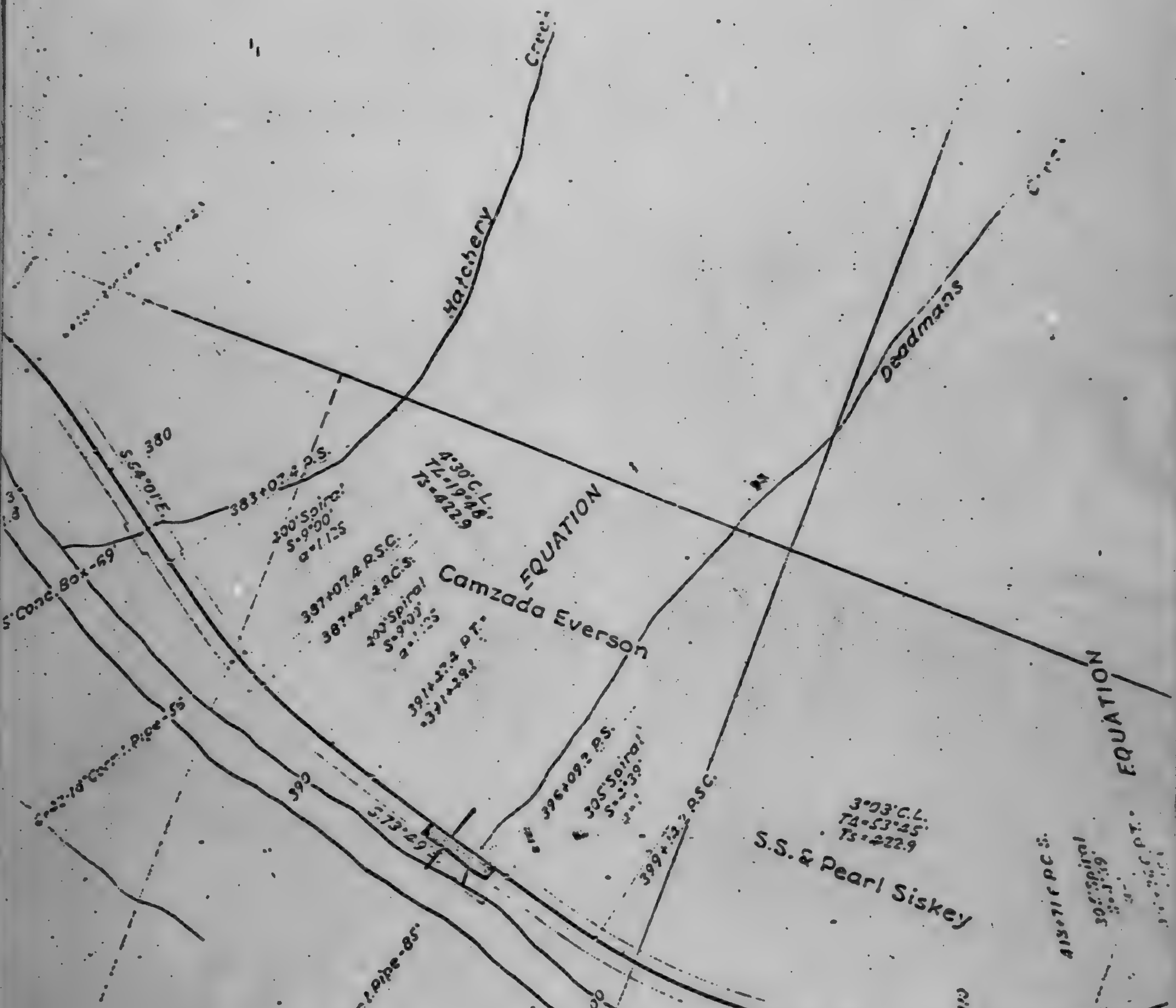
R. H. West
by R. H. West
ASSISTANT REGIONAL GEOLOGIST

RHW:lmt

Attachs.: Drill Logs
Cross-section of Design


Tillamook
EXISTING
℄
APPROX. BREAK
SHOULDER
#1
#2
#3
#4

SLIDE
WILSON RIVER HWY
M.P. 7.7
TILLAMOOK CO.
JAN. 14, 1972
LOCATION OF HOLES
SCALE: 1" = 30'


Hatchery Creek
Deadmans Creek
380
S.64°01'E.
383+07.4 P.S.
200' Spiral S=9°00' a=1.125
4°30' C.L. TL=19°48' TS=422.9
387+07.4 P.S.C.
387+47.4 P.C.S.
200' Spiral S=9°00' a=1.125
391+57.4 P.T.
EQUATION
Camzada Everson
5' Conc. Box-69'
Corr. Pipe-55'
18" Corr. Pipe
390
S.73°49'E.
396+09.2 P.S.
305' Spiral
399+13.2 P.S.C.
3°03' C.L. TA=53°25' TS=422.9
S.S. & Pearl Siskey
EQUATION
413+71 P.C.S.
305' Spiral
P.T.
400
5+05 36" Corr. Pipe-85'
Conc. Pipe-64'

SLIDE AT M.P. 7.7
WILSON RIVER HIGHWAY
CROSS SECTION AT
APPROX STA. 394+25

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project SLIDE AT M.P. 77 Date JAN 14, 1972
Highway WILSON RIVER Resident Engineer EVERTON
Prefix 29-4406-144 County TILLAMOOK
Equipment Used "4" AUGER
Depth 33' Station 16' TO ℄ Lt. ____ C.L. ____ Rt. 16'
Hole Location ALONG SHOULDER OF EXISTING HWY.
Purpose of Work SLIPE PLENE

Hole No. 72-1

Soil & Rock				Drill			Sampler & Hammer
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/ ___ in.	Depth FT. From	To	O.D. ____ WT. ____ FALL ____ OTHER INFORMATION ____
					0'-6'		SMALL SHOULDER ROCK AND FILL ROCK.
					6'-8'		LARGE ROCK IN LOOSE FILL MAT'L.
					8'-12'		VERY, VERY SOFT. NO RESISTANCE.
					12'-17'		SOFT CLAY. EASY DRILLING.
					17'-28'		FIRM DRILLING. NO RETURN.
					28'-30'		SOFT MAT'L. WATER ZONE.
					31'-33'		EXTREMELY HARD DRILLING. REFUSAL AT 33'. MAT'L IS PROBABLY MARINE BASALT.

Water Level 25' ON COMPLETION
Driller PRODZINSKI
Recorder [illegible]

SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project SLIDE AT M. P. 27 Date JAN 14, 1972
Highway WILSON RIVER Resident Engineer EVERTON
Prefix 79-4406-144 County TILLAMOOK
Equipment Used 4" AUGER
Depth 35' Station 15' To ℄ Lt. ___ C.L. ___ Rt. 15'
Hole Location ALONG SHOULDER OF EXISTING HWY.
Purpose of Work SLIDE PLENE

Hole No. 72-2

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/ ___ in.	Depth FT. From / To	O.D. ___ WT. ___ FALL ___ OTHER INFORMATION ___
					0'-4'	SOFT LOOSE SHOULDER ROCK.
					4'-6'	LARGE ROCK.
					6'-11'	EXTREMELY SOFT CLAY.
					11'-13'	LARGE ROCK.
					13'-20'	EXTREMELY SOFT CLAY. MAT'L IS WEATHERED ANDESITE.
					20'-25'	RESISTANCE INCREASES GRADUALLY FROM SOFT TO FAIRLY FIRM.
					25'-29'	VERY FIRM. BLUE VOLCANIC SAND.
					29'-31'	VERY SOFT WET ZONE.
					31'-35'	VERY HARD. MARINE BASALT.

Water Level 26 1/2 FT.
Driller PRODZINSKI
Recorder WEST

SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project SLIDE At M. P. 77 Date JAN 14, 1972
Highway WILSON RIVER Resident Engineer EVERTON
Prefix 79-4406-144 County TILLAMOOK
Equipment Used "4" AUGER
Depth 33' Station 16' to ℄ Lt. ____ C.L. ____ Rt. 16'
Hole Location ALONG SHOULDER OF EXISTING HWY.
Purpose of Work SLIDE PLANE

Hole No. 72-3

Soil & Rock				Drill			Sampler & Hammer
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/ ___ in.	Depth FT. From	To	O.D. ____ WT. ____ FALL ____ OTHER INFORMATION ____
					0'-7'		LOOSE SHOULDER ROCK
					7'-11'		BIG ROCK
					11'-20'		VERY SOFT BRN Clays WET + Plastic
					20'-28		FIRM DRILLING
					28'-30'		WET BRN MATERIAL FREE H²O
					30'-33'		VERY HARD BLUE MARINE BASALT
							33' END OF HOLE

Water Level 24'
Driller PRODZINSKI
Recorder West

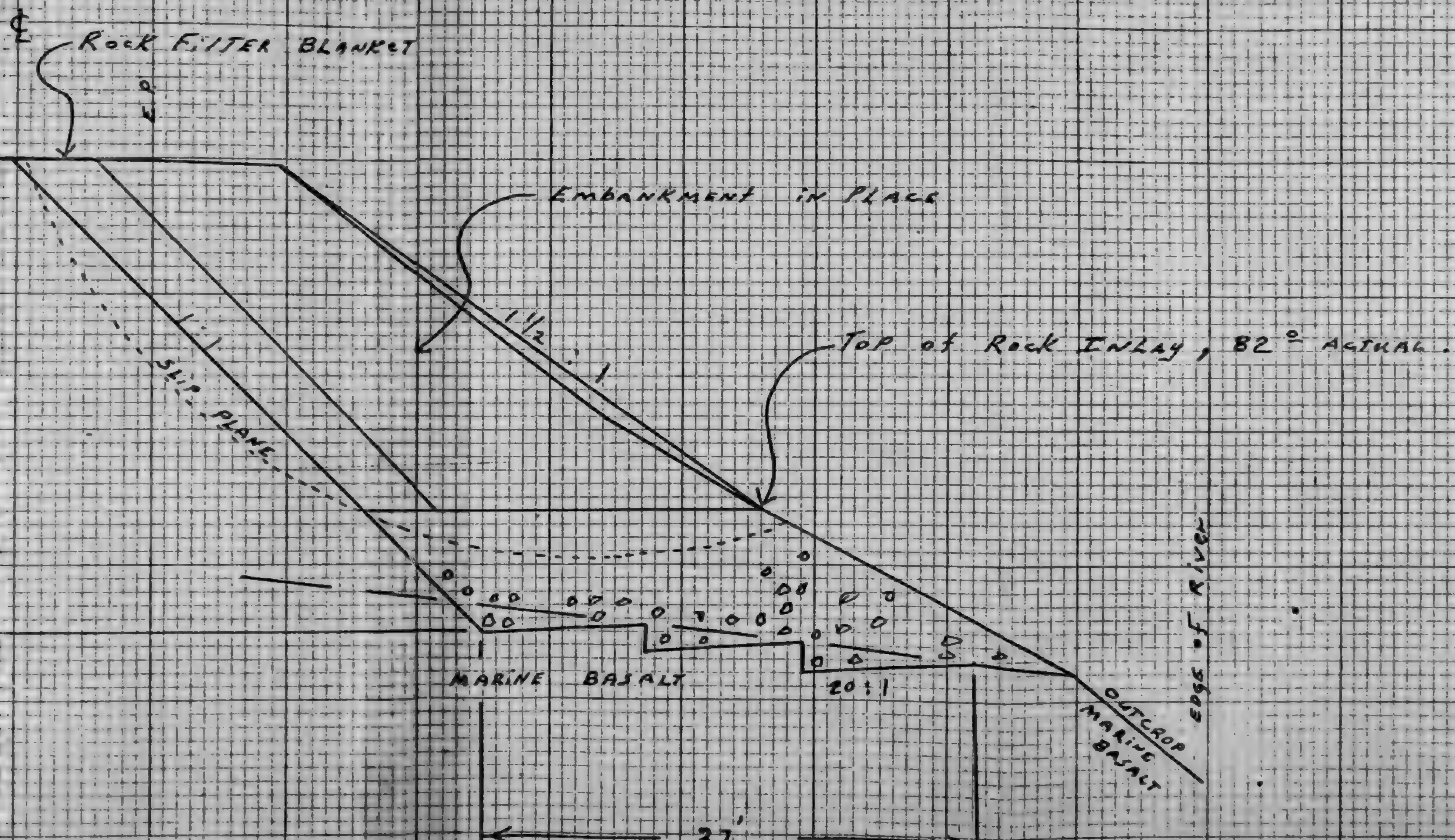
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

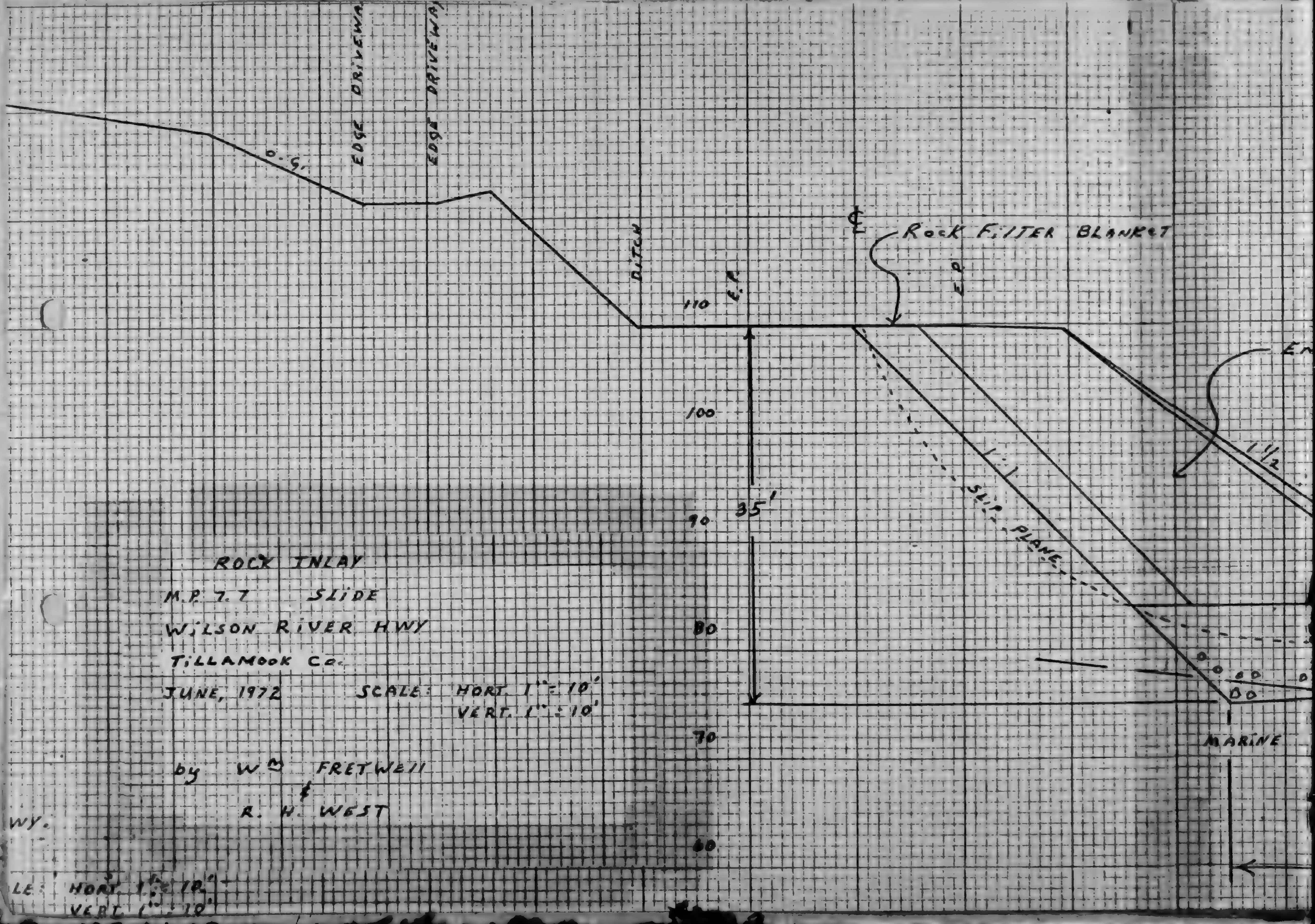
Project SLIDE AT M.P. 77 Date JAN 14, 1972
Highway WILSON RIVER Resident Engineer EVERTON
Prefix 79-4406-144 County TILLAMOOK
Equipment Used "4" AUGER
Depth 24' Station 14' to ℄ Lt. ____ C.L. ____ Rt. 14'
Hole Location ALONG SHOULDER OF EXISTING HWY.
Purpose of Work SLIDE PLANE

Hole No. 72-4

Soil & Rock				Drill			Sampler & Hammer
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/ ___ in.	Depth FT. From	To	O.D. ____ WT. ____ FALL ____ OTHER INFORMATION ____
					0'-8'		SOFT SOIL WET PLASTIC BRN
					8'-13'		ROCK LARGE ROUND IN SOFT CLAYS.
					13'-16'		VERY SOFT CLAYS
					16'-18'		FIRM DRILLING
					18'-21'		EASY DRILLING WITH SCATTERED ROCK
					21'-23'		EASY DRILLING NO ROCK
					23'-24'		HARD DRILLING REFUSAL FOR AUGER
							DRY HOLE

Water Level ____
Driller PRODZINSKI
Recorder WEST


℄
Rock Filter Blanket
E.P.
Embankment in Place
1½
1
1:1
Slip Plane
Top of Rock Inlay, 82° Actual.
Marine Basalt
20:1
37'
Outcrop Marine Basalt
Edge of River


O.G.
EDGE DRIVEWA
EDGE DRIVEWA
DITCH
E.P.
℄
ROCK FILTER BLANKET
E.P.
EM
110
100
90
80
70
60
35'
1:1
SLIP PLANE
1 1/2
MARINE
WY.
LE: HORT 1" = 10'
VERT 1" = 10'

ROCK INLAY
M.P. 7.7 SLIDE
WILSON RIVER HWY
TILLAMOOK CO.
JUNE, 1972 SCALE: HORT. 1" = 10'
VERT. 1" = 10'

by W.m FRETWELL
&
R. H. WEST

7936

FORM 5-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1972

SUBJECT: Dead Man's Creek Slide
Wilson River
M. P. 7.7

To: L. H. Young
PROGRAMING ENGINEER

The original estimate for this slide correction was made Feb. 9, 1972 by FHWA Area Engineer, T. P. Lowe, and Regional Engineer, J. B. Boyd. The permanent portion was estimated to cost $34,000, plus 25% engineering and contingencies of $8,500, or a grand total of $42,500. A copy of that original estimate is attached.

The present estimate is $89,300 as indicated on the attachment. It is based on digging out the moving mass and replacing the bottom portion with rock. Earlier attempts were made to move the alignment into the hillside, but as indicated in Resident Engineer, Loren Weber's attached report of survey, this was impractical. Also considered was an alternate, utilizing Gabion Baskets. That alternate would have totalled nearly $95,000. This cost led to its abandonment. See the attached estimate. A fourth alternate considered was a concrete retaining wall. It was less expensive. However, we would not want to utilize a rigid structure of this nature in a slide area.

Regional Geologist, William R. Fretwell's analysis, drill logs, and design are attached.

FHWA Area Engineer, Paul Riedl, requests the above data be sent to him with a new program so he might be in a position to request the necessary additional funds. Please forward this information to him.

The survey records for this project were submitted to Location Engineer, Victor D. Wolfe, May 25, 1972.

Gerald Wimer
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/ser

RECEIVED
JUN 14 1972
PROGRAMING SECTION

Chase

ECTION Deadman Creek (M.P. 7.7)

IGHWAY Wilson River

ESTIMATE OF COST
REVISED

5/25/72 SHEET 1 OF 1

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST
1	Temp. Prot. & Direction of Traffic	Lump Sum	All	-	All	$		$ 2,000
2	Clearing & Grubbing	"	"		"			4,000
3	Gen. Exc. Unclass. (Detour)	Cu. Yd.	4,106	414	4,520	1	50	6,780
4	Emb. Fnd. Exc. (slide Removal)	"	8,381	819	9,200	1	50	13,800
5	Rock Filter Blanket	"	1,100	100	1,200	5	00	6,000
6	Rock Emb. (Riprap mat'l.)	"	2,455	245	2,700	7	50	20,250
7	Emb. in Place (Common)	"	3,504	396	4,000	1	00	4,000
8	18" CMP Culvert Extension	Lin. Ft.	10	2	12	7	50	90
9	36" " " " (outlet)	" "	40	4	44	16	00	704
10	36" Conc. " " (inlet)	" "	36	4	40	16	00	640
11	Trench Exc. Unclass	Cu. Yd.	22	3	25	6	00	150
12	Aggregate Base (Incl. detour & appr.)	"	667	63	730	6	00	4,380
13	3/4"-0 in "	"	168	22	190	6	50	1,235
14	Watering	M-Gal.	20	2	22	5	00	110
15	Class "B" Asph. Conc.	Ton	294	36	330	17	50	5,775
16	Guard Rail, Type 2-A	Lin. Ft.	100	10	110	5	00	550
17	" " " 2	" "	200	20	220	4	50	990
18	" " Terminal Anchors	Each	2	-	2	250	00	500
19	Extra for A.C. Curbs	Lin. Ft.	300	30	330	1	50	495
20	Seeding & Mulching							500
21	Obliteration of Roadway	Sq. Yd.	860	90	950	0	50	475
	SUBTOTAL							73,424
	Anticipated Additional Items:							
	Flagging (State Share)							1,000
	Engineering & Contingencies (20%)							14,876
	TOTAL							82,300

Report of Survey
M.P. 7.7 Deadmans Creek
Wilson River Highway
Tillamook County

Basically the survey was a retracement of the existing centerline using its bearings and stationing from which we took cross sections, topog and property ties plus one tie to the North 1/16 corner which was set by others in the roadway on the easterly end of the project.

The purpose of this survey was to prepare a plan, quantity summary and an estimate of cost to either correct the sunken grade condition or move the line to the North away from the problem area.

The first direction we had was to do the latter but as the work progressed it became apparent that this would be by far the most expensive as we found that when we extended the slide failure upward on a 1½:1 slope in an attempt to move far enough away such that we would have support for the shoulder even if material were to slough, the figure I came up with was 37' center to center with this done by moving the 4° curve on the West end back and spiraled, then on a new tangent parallel to and 37' Northerly from the existing to a spiraled 4° curve compounding into the existing 3° curve on the West end. Without going further into the comparison of estimates we found that the earthwork alone on this projection would approximately equal the total cost of correcting the slide.

I tried one other approach, this moving the line over the same 37' in the slide vicinity and using reversing curves to get into and out but found that I didn't have sufficient delta to provide the spirals and curves and stay inside the limited work area.

Finally we worked up the detailed estimate on the slide correction approach using a diagram provided by Mr. Fretwell which was predicated on his drilling information along with visual observations. This allows the use of the existing alignment with a small additional amount of land needed to provide a detour during the period of construction. The proposed detour uses a 5° curve to depart from the existing roadway on each end with this reversing into a 10° which moves the line away a sufficient distance to provide a work area for the slide correction.

The typical section used was 2 12' travel lanes with 8' shoulders and a 4' surfacing slope.

The depths of materials are as follows;

Aggregate Base	10"
Leveling Course	2"
A/C Pavement	4"

This will provide a 3:1 surfacing slope allowing us to hold the slope line approximately where it was.

The bid items covering the work are as follows.

1. Temporary Protection and Direction of Traffic, will be required to reroute the traffic around the detour while the corrective work is in progress. Since this is a high traffic volume road, the signing will need to be quite extensive with the full compliment necessary. In addition to this, I assume the contractor will put his share of the flagging costs in this item.

2. Clearing and Grubbing will be pretty limited as the slide area itself is pretty clean. There will be some light work to handle the detour and possibly some work in the waste area.

3. General excavation has been seperated to cover the work done on the detour. Since we have some 8,000 yds. excess it would probably be a good move to waste this material as this would provide a clean work area. There are two basic waste areas, one to the East alongside of the highway, stations 410 - 420 where we can widen the shoulder for some 500' to 1,000' with this being located in the tangent East of the 3° curve. This will take some 1,500 yards and will require the extension of an 18" culvert by about 10'. The remainder may be wasted on State controlled property just before leaving the plain or flat area at about M.P. 5.0. This will be a haul of about 2.7 miles, but the area is large enough that there will be no problems.

4. Embankment Foundation Excavation, I have seperated the removal work for the slide material as the removal will present some different problems. A share of the material will also be wasted as there will be rock used to replace that portion taken from the bottom next to the river and probably where the filter blanket should be placed on the cut slope. However, care needs to be taken to insure that there is sufficient material to complete the fill replacement after the rock has been placed in the toe. To accomplish this, material removed may be stockpiled, probably on the existing roadway.

5. Rock Filter Blanket is planned to go in next to the cut slope above the heavy rock to provide a drain for any seepage that may come in from the hillside. This will probably have to be place in lifts as the fill is brought up along the slope.

6. Rock Fill Material (Rip Rap) is to be placed in the bottom of the excavated area next to the water. I feel that this will probably be all the same material, probably rip rap type, as certainly the surface will need to withstand considerable washing action from the river and it would be impractical to try to use 2 types of material in the relatively small area.

7. Embankment in Place is intended to cover the replacement of the material taken out of the slide section, this to go in after the rock has been placed in the bottom and as the rock filter blanket is placed along the cut slope.

8. 18" Culvert Pipe (Metal) is to be used to extend the existing culvert in the waste area to the East where we propose to widen the shoulder of the existing roadway.

9. & 10. Cover the extensions of the existing 36" culvert which crosses on the easterly edge of the slide area. The inlet end is concrete which will require exextending far enough to provide room not only for the detour but also the approach road to the property on the hillside to the West.

The outlet end is metal, part of which will be removed when excavating the slide material. This will require replacement as well as extending from where the end now is as the existing slope is steeper than a 1½:1.

Items 11 - 14 warrant no special attention.

I have not provided for a binder course as I feel the area to be covered is so small that it would be illogical to attempt this and we would place the bottom lift of the A/C directly on the level course.

15. A/C Pavement requires no special mention except that I have planned its use on the approach road due to the steep grade, 17%, which is difficult to climb on a rock surface.

Items 15 - 18 Guard Rail was planned because of the relatively steep, bare slope which will be left upon completion with no brush or timber to keep the traffic from going to the river in case they leave the roadway. This was not on the original section but is an addition.

19 Extra for A/C Curbs has been planned to keep the surface run-off from the new slope and it also is an addition to the existing.

The item of Seeding & Mulching is to cover the slope areas opened by the detour, road approach and the new fill slope.

The obliteration of roadway covers the removal of the detour upon completion of the slide correction.

Since we are replacing the existing roadway, there will be no problems with any parks, etc. in the area.

As mentioned before, this is based upon a diagram provided by the Regional Soils Section and no further soils report is planned at this level.

A print of the above drawing accompanies this estimate and copies of the drill logs are available from the Region Soils Section.

A possible source for the rock materials is the State Controlled quarry at M.P. 19.2

Loren A. Weber

Resident Engineer

Addendum to Narrative Report
May, 1972

The estimate was submitted to Region where the decision was made to make one additional study. This being to check the use of Gabions as a retaining wall which would prevent cutting out the existing roadway, thus hopefully reducing the overall cost of the project.

The typical section proposed by the Soils Section showed cutting from the existing shoulder on a 1:1 slope into the bed rock such that a 6:1 slope in the rock would provide a bed for the Gabion walls. River gravel would be placed up some 27' from the low point of the excavation following which the remainder of the fill would be made with the excavated material.

The Gabion heighth was minimum of 16' 5" or a maximum of 19' 8" depending mainly upon the depth of the bed rock. Thus using the best information I had with regard to the bed rock depth, I used both, holding the face of the wall a uniform distance from centerline and building up as needed to catch the ultimate 2:1 slope projected from the shoulder. The resultant estimate, which is attached, came to $94,000 which is about $23,000 more than the rock inlay as originally proposed. This estimate was worked up without providing for a detour but based upon one way traffic with flagmen during the construction hours and complete removal of the equipment etc. when not working, a plan I don't feel has a great deal of merit, but it was a basis for an estimate. Had the cost of the Gabion treatment been lower, I planned to work up another, providing a permanent detour which would of course be more expensive, but would be much easier and safer to work with.

There were some other items not shown on the Gabion estimate, Guard Rail and AC curb but these are comparatively minor, amounting to only $2,000.

The two major items of cost on the Gabion estimate are the Gabions themselves and the gavel backfill. The Gabion cost has been prepared based upon the brochure put out by Maccaferri Gabions of America, using their materials and installation cost based upon construction records.

Loren A. Weber

LAWeber
Resident Engineer

	acre	0.3	0.1	0.4	1,500	600
	cu. yd.	7,500	500	8,000	1.00	8,000
Material	"	4,300	400	4,700	.50	2,350
	"	7,140	750	7,900	2.50	19,750
	"	8	2	10	3.00	30
	lin. ft.	38	4	42	14.00	588
askets, Complete 13'1" x 3' 3" x 3' 3"	Each	183	17	200	180.00	36,000
9'9" x 3' 3" x 3' 3"	"	14	2	16	135.00	2,160
6'6" x 3' 3" x 3' 3"	"	11	1	12	90.00	1,080
13'1" x 3' 3" x 1' 8"	"	7	1	8	90.00	720
9'9" x 3' 3" x 1' 8"	"	2	1	3	67.00	201
6'6" x 3' 3" x 1' 8"	"	1	1	2	45.00	90
ts	cu. yd.	74	6	80	7.00	560
Extra Anticipated Items						
Shoulder Repair - State Forces						530
Flagging - State Share						1,000
Sub-Total						75,659
25% Engineering & Contingincies						18,915
TOTAL						94,574

STATE HIGHWAY
DEPARTMENT

NAL TABULATION SHEET 9

or

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SHEET .... OF .... SHEETS

	Unit	Net	Allow	Total	Unit Cost	Amount
ection of Traffic	all			100%	2,000	2,000
	acre	0.3	0.1	0.4	1,500	600
	cu. yd.	7,500	500	8,000	1.00	8,000
Material	"	4,300	400	4,700	.50	2,350
	"	7,140	760	7,900	2.50	19,750
	"	8	2	10	3.00	30
	lin. ft.	38	4	42	14.00	588
askets, Complete 13'7" x 3' 3" x 3' 3"	Each	183	17	200	180.00	36,000
9'9" x 3' 3" x 3' 3"	"	14	2	16	135.00	2,160
6'6" x 3' 3" x 3' 3"	"	11	1	12	90.00	1,080
13'1" x 3' 3" x 1' 8"	"	7	1	8	90.00	720
9'9" x 3' 3" x 1' 8"	"	2	1	3	67.00	201
6'6" x 3' 3" x 1' 8"	"	1	1	2	45.00	90
ts	cu. yd.	74	6	80	7.00	560
Extra Anticipated Items						
Shoulder Repair - State Forces						530
Flagging - State Share						1,000
Sub-Total						75,659
25% Engineering & Contingencies						18,915

Temporary Protection and Direction of Traffic		all		
Clearing & Grubbing		acre	0.3	0.1
Slide Removal, etc.		cu. yd.	7,500	500
Disposal of excess Excavated Material		"	4,300	400
Gravel Backfill		"	7,140	750
Trench Excavation		"	8	2
36" C.M.P. Extension		lin. ft.	38	4
Furnish and Install Gabion Baskets, Complete	13'1" x 3' 3" x 3' 3"	Each	183	17
"	9'9" x 3' 3" x 3' 3"	"	14	2
"	6'6" x 3' 3" x 3' 3"	"	11	1
"	13'1" x 3' 3" x 1' 8"	"	7	1
"	9'9" x 3' 3" x 1' 8"	"	2	1
"	6'6" x 3' 3" x 1' 8"	"	1	1
Backfill Rock - Put in Baskets		cu. yd.	74	6
Extra Anticipated Items				
Shoulder Repair - State Forces				
Flagging - State Share				
Sub-Total				
25% Engineering & Contingencies				

OREGON STATE HIGHWAY
DEPARTMENT
LUDINAL TABULATION SHEET 9

Wilson River Highway
[illegible]'s Creek Section

Gabion Basket Estimate

Item		Unit	Net	Allow
Temporary Protection and Direction of Traffic		all		
Clearing & Grubbing		acre	0.3	0.1
Slide Removal, etc.		cu. yd.	7,500	500
Disposal of excess Excavated Material		"	4,300	400
Gravel Backfill		"	7,120	750
Trench Excavation		"	6	2
36" C.M.P. Extension		lin. ft.	38	4
Furnish and Install Gabion Baskets, Complete	13'1" x 3' 3" x 3' 3"	Each	183	17
"	9'9" x 3' 3" x 3' 3"	"	14	2
"	6'6" x 3' 3" x 3' 3"	"	11	1
"	13'1" x 3' 3" x 1' 8"	"	7	1
"	9'9" x 3' 3" x 1' 8"	"	2	1
"	6'6" x 3' 3" x 1' 8"	"	1	1
Backfill Rock - Not in Baskets		cu. yd.	74	6
Extra Anticipated Items				
Shoulder Repair - State Forces				
Flagging - State Share				
Sub-Total				
25% Ind. Engineering & Contingencies				

	Cu. Yd.	7,500	500	8,000	1.00	8,000
	Cu. Yd.	2,450	250	2,700	2.50	6,750
	Cu. Yd.	8	2	10	3.00	30
	Lin. Ft.	38	4	42	14.00	588
	Cu. Yd.	155	15	170	7.00	1,190
	Cu. Yd.	308	32	340	76.00	25,840
	Pound	46,190	4,610	50,800	0.15	7,620
xtra Anticipated Items						
	Repair Shoulders - State					530
	Flagging State's Share					1,000
				Sub-Total		54,148
	25% Engineering & Contingincies					13,537
				Total		67,685

OREGON STATE HIGHWAY
DEPARTMENT
OLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

of Traffic

	Unit	Act	Allow	Total	Unit Cost	Amount
	All				2,000	2,000
	Acre	0.3	0.1	0.4	1,500	600
	Cu. Yd.	7,500	500	8,000	1.00	8,000
	Cu. Yd.	2,450	250	2,700	2.50	6,750
	Cu. Yd.	8	2	10	3.00	30
	Lin. Ft.	38	4	42	14.00	588
	Cu. Yd.	155	15	170	7.00	1,190
	Cu. Yd.	308	32	340	76.00	25,840
	Pound	46,190	4,610	50,800	0.15	7,620
xtra Anticipated Items						
	Repair Shoulders - State					530
	Flagging State's Share					1,000
				Sub-Total		54,148
	25% Engineering & Contingincies					13,537
				Total		67,685

2. Clearing & Grubbing	Acre	0.3	0.[illegible]
3. Slide Removal Excavation	Cu. Yd.	7,500	500
4. Gravel backfill	Cu. Yd.	2,450	250
5. Trench Excavation	Cu. Yd.	8	2
6. 36" CMP Extension	Lin. Ft.	38	4
7. Structural Excavation	Cu. Yd.	155	15
8. Concrete in Retaining Wall	Cu. Yd.	303	32
9. Steel in " "	Pound	46,190	4,610

xtra Anticipated Items

Repair Shoulders - State

Flagging State's Share

25% Engineering & Contingenc

OREGON STATE HIGHWAY
DEPARTMENT

COLUMNAR TABULATION SHEET

Wilson River Highway

Retaining Wall Quantity & Cost Estimate

State Printing

Item	Unit	Est	Allow
1. Temporary Protection & Direction of Traffic	All		
2. Clearing & Grubbing	Acre	0.3	0.1
3. Slide Removal Excavation	Cu. Yd.	7,500	500
4. Gravel backfill	Cu. Yd.	2,450	250
5. Trench Excavation	Cu. Yd.	8	2
6. 36" CMP Extension	Lin. Ft.	38	4
7. Structural Excavation	Cu. Yd.	155	15
8. Concrete in Retaining Wall	Cu. Yd.	303	32
9. Steel in " "	Pound	46,190	4,610

Extra Anticipated Items

Repair Shoulders - State

Flagging State's Share

25% Engineering & Contingenci

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.

FORM PR-1
(REV. 4-61)

Rev. 5-19-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces): SR 6 5.2 Mi. E. of Tillamook, E. 35.37 Mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	2,350	4,450	92	10	Oregon	35	098	15

OPOSED WORK (35 typewriter: Perm. Flood Repair

NATL. FOREST:

FH ROUTE NO.: | SUPV AGCY: | DA CLASSIF.: | DA AREA:

EMERG. YR.: 72-1

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): ER- NUMBER: 258 SEQ. NO.: (1)

I. Projects Only — POST MI.: DESIG.:

FUNDS: Emergency Relief

COUNTY NAME: Tillamook & Washington 057 CODE 067

EA:

ROUTE NO. P — FEDERAL-AID: 35 STATE: 37 U.S.:

PROGRAM STAGE: ☒ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE Stage 2		SR 6 5.2 Mi. E. of Tillamook, E. 35.37 Mi. (MP 6.0 to MP 41.37)	*35.37	40,500	40,500			P.E. all phases; temp. & perm. restoration consisting of general exc., debris removal, cut slide removal, emb. in place, drainage correction, ditch cleanout, base, pave & provide temp. traffic control.
ROW Stage 2			*35.37	10,500	10,500			
CONST (CODE) Stage 1 (Perm.)		"Mills Bridge-Washburn Section"	*35.37	265,500	(265,500)			(Work by State forces and negotiated or regular contract.)
Stage 2 (Temp.&Perm.)			*35.37	128,583	128,583			
ARED BY		PROJECT TOTALS	*35.37	445,083	179,583			

AM APPROVAL DATES

*Intermittent sections; total length of construction 1.41 miles.

REMARKS: Restoration is necessary because of damage caused by unusually heavy rainfall and melting snow resulting in excessive runoff during the period January 11-23, 1972.

-OVER-

USCOMM DUSCOMM-DC 48908-P61

7936

5-19-72

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	Budget Bureau No. 41-R2067; Appro
DATE SUBMITTED TO W.O.	Rev. 5-19-72	U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 6 5.2 Mi. E. of Tillamook, E. 35.37 Mi. 21 65	**ADT**	PRESENT 2,350	FUTURE 4,450 (66) (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Temp. & Perm. Flood Repair 28 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	UA AREA	EMERG. YR. 72-1 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) ER- NUMBER 258 SEQ. (1

CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief	COUNTY NAME Tillamook & Washington	057 CODE 067 (14) (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 35 (32) STATE 37 (36) U.S. (37) (41)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE** Stage 2		SR 6 5.2 Mi. E. of Tillamook, E. 35.37 Mi. (MP 6.0 to MP 41.37)	*35.37	40,500	40,500			P.E. temp rati gene remo
5					**ROW** Stage 2			*35.37	10,500	10,500			remo plac corr clea & pr fic
5					**CONST** (CODE) Stage 1 (Perm.) Stage 2 (Temp.&Perm.)		"Mills Bridge-Washburn Section"	*35.37 *35.37	265,500 128,583	(265,500) 128,583			(Wor and regu

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	*35.37	445,083 (18) (23)	179,583 (24) (33)	
1	14	PROGRAM APPROVAL DATES					

*Intermittent sections; total length of construction 1.41 miles.

REMARKS

Restoration is necessary because of d unusually heavy rainfall and melting in excessive runoff during the period 1972.

USCOM

MILLS BRIDGE-WASHBURN SECTION
PROJECT NO. ER-258(1)

Facility: Normally two 11-foot bituminous-surfaced anes with 3- to 6-foot shoulders.

Data: This project resulted from abnormally heavy and melting snow with accompanying stream flooding ration of the soil which caused (1) blockage of ainage structures with heavy debris loads, which n some locations flowed across the highway depositing ees, mud and rocks several feet in depth on the road- numerous small cut slides and blockage of small channel culverts resulting in debris and excess water ing upon the roadway in many areas; (3) embankment sunken roadway areas and embankment washouts. Cause e forced the closure of the highway to through traffic times. Following is a tabulation of the locations and the major damage that occurred.

ermanent estoration*	Type of Damage	Approx. Length
(a)	Numerous small cut slides & blocked culverts	800'
(a)	Blockage of stream at bridge with debris across the str. and roadway	160'
(a)	Debris blockage of 5x5 box culvert	20'
(b)	Fill slide (E. bound lanes)	150'
(a)	Debris blockage of 5x5 box culvert	20'
(a)	Debris blockage of 10x10 box culvert	30'
(a)	Debris across roadway with partial fill washout and plugged 36" culvert	200'
(c)	Blocked culvert with debris across roadway	200'
(c)	Embankment partially washed out	250'

M.P.	Permanent Restoration*	Type of Damage	Approx. Length
29.1	(b)	Embankment partially washed out	100'
29.8	(b)	Embankment slide (subsurface water)	5'
32.6-35.9	(b)	Embankment subsidence in 8 areas	5400'
41.37	(c)	Embankment partially washed out	100'

*NOTE:
- (a) Perm. & temp. restoration completed in one continuous operation.
- (b) Perm. restoration by negotiated or regular contract.
- (c) Perm. restoration by State forces.

The aforesaid necessitated the following work:

1. Preliminary engineering all phases.
2. Temporary repairs: Consisted of restoring the highway to two-way traffic which required removal of debris and slide material from the roadway, placing material in washouts and embankment slides, removing debris from culverts, installing fabricated steel H-pile cribs at inlets of large culverts and providing temporary traffic control during the period the roadway was blocked to through traffic to route vehicles via other highways.
3. Permanent repairs: Exc. emb. slide material to firm foundation (MP 7.7), place embankment material, base and shoulder rock, AC pavement, rock riprap material and other incidental work. Acquire right-of-way.

Temporary repairs have been made and permanent restoration (MP 17.0, MP 28.1, & MP 41.37) is being programed in Stage 2 because the State is in the position to accomplish the work at MP 17.0, MP 28.1 and MP 41.37 as soon as the program is approved and the required authorization to proceed with this work of permanent restoration is received from FHWA's Division Engineer. Approximate major quantities or cost items generating the estimated total cost of repairs are as follows:

MILLS BRIDGE-WASHBURN SECTION
PROJECT NO. ER-258(1)

Existing Facility: Normally two 11-foot bituminous-surfaced travel lanes with 3- to 6-foot shoulders.

Project Data: This project resulted from abnormally heavy rainfall and melting snow with accompanying stream flooding and saturation of the soil which caused (1) blockage of large drainage structures with heavy debris loads, which debris in some locations flowed across the highway depositing logs, trees, mud and rocks several feet in depth on the roadway; (2) numerous small cut slides and blockage of small drainage channel culverts resulting in debris and excess water encroaching upon the roadway in many areas; (3) embankment slides, sunken roadway areas and embankment washouts. Cause (1) above forced the closure of the highway to through traffic several times. Following is a tabulation of the locations involved and the major damage that occurred.

M.P.	Permanent Restoration*	Type of Damage	Approx. Length
6-21	(a)	Numerous small cut slides & blocked culverts	800'
6.9	(a)	Blockage of stream at bridge with debris across the str. and roadway	160'
7.5	(a)	Debris blockage of 5x5 box culvert	20'
7.7	(b)	Fill slide (E. bound lanes)	150'
8.56	(a)	Debris blockage of 5x5 box culvert	20'
10.0	(a)	Debris blockage of 10x10 box culvert	30'
13.3	(a)	Debris across roadway with partial fill washout and plugged 36" culvert	200'
17.0	(c)	Blocked culvert with debris across roadway	200'
28.1	(c)	Embankment partially washed out	250'
29.1	(b)	Embankment partially washed out	
29.8	(b)	Embankment slide (subsurface water)	
32.6-35.9	(b)	Embankment subsidence in 8 areas	5
41.37	(c)	Embankment partially washed out	

*NOTE:

(a) Perm. & temp. restoration completed in one contin operation.

(b) Perm. restoration by negotiated or regular contra

(c) Perm. restoration by State forces.

The aforesaid necessitated the following work:

1. Preliminary engineering all phases.
2. Temporary repairs: Consisted of restoring the hi to two-way traffic which required removal of debr and slide material from the roadway, placing mate in washouts and embankment slides, removing debri from culverts, installing fabricated steel H-pile at inlets of large culverts and providing tempora traffic control during the period the roadway was blocked to through traffic to route vehicles via highways.
3. Permanent repairs: Exc. emb. slide material to f foundation (MP 7.7), place embankment material, b shoulder rock, AC pavement, rock riprap material other incidental work. Acquire right-of-way.

Temporary repairs have been made and permanent restoratio 17.0, MP 28.1, & MP 41.37) is being programed in Stage 2 the State is in the position to accomplish the work at MP MP 28.1 and MP 41.37 as soon as the program is approved a required authorization to proceed with this work of perma restoration is received from FHWA's Division Engineer. A mate major quantities or cost items generating the estima total cost of repairs are as follows:

201

ary & assoc. repairs, all areas:

abor.	$40,500
quipment.	13,250
aterials.	12,950
ental Equipment	17,250
	$83,950

ent repairs by State forces
17.0, MP 28.1 & MP 41.37):

abor.	$25,820
quipment.	11,429
aterials.	7,384
	$44,633*
ight-of-way	$ 500

ollowing major items: Channel excavation; debris
disposal; shoulder rock; emb. in place; rock
; toe trench excavation; grouted riprap; temp.
ntrol and other incidental work necessary to re-
way.

nent repairs will be accomplished by negotiated
contract for the two sections that follow and are
n Stage 1.

ek Slide Section
rox. 0.3 mi. of construction)

nt the Wilson River changed its channel slightly
the roadway embankment causing the roadway fill
the river side of embankment. To correct the
t is proposed to excavate the embankment slide
firm foundation and place backfill having the
ion consist of rock and with a rock filter blan-
against the undisturbed material of the construc-

The work consists of grading & draining two 12-foot lanes high-type pavement with 8-foot shoulders requiring the construction of a detour approx 600' in length and the acquiring of right-of-way.

The major basic items and approx. quantities generating the estimated cost are as follows: 13,720 c.y. excavation; 1,200 c.y. rock filter blanket, 2,700 c.y. rock emb.; 4,000 c.y. emb. in place; 96 lin.ft. culvert pipe; 920 c.y. base and shoulder rock; 330 tons AC pavement; 330 lin.ft. guard rail; other incidental items common to this type of project.

Perm. restoration estimate (Type Code 6201). . .	$89,500
Right-of-way	$10,000

Fern Rock Creek-S. Fork Gales Creek Section
MP 29.1 to MP 35.3 (Approx. 1.02 mi. of construction)

The remaining work to be done on this section consists of restoration of roadbed and ditches; replacing culverts, base and surface courses and other incidental repair work as necessary to restore the roadway grade and alignment. Following is a tabulation of the major work items and areas involved.

M.P.	Type of Work	Approx. Length
29.1	Grade, drain and pave	350'
29.8	Culvert installation and pave	5'
33.25-33.39	Paving	750'
33.80-34.25	Grade and pave	1600'
34.54-34.84	Paving	1600'
35.10-35.30	Paving	1100'

Perm. restoration estimate (Type Code 6201). . . $176,000

Public Hearing: Not required under paragraph 3c of PPM 20-8.

Clearinghouse Review: Not required under State Clearinghouse working agreement dated February 19, 1971.

Type Code 6201

Temporary & assoc. repairs, all areas:

Labor.	$40,500
Equipment.	13,250
Materials.	12,950
Rental Equipment	17,250
	$83,950

Permanent repairs by State forces
(MP 17.0, MP 28.1 & MP 41.37):

Labor.	$25,820
Equipment.	11,429
Materials.	7,384
	$44,633*
Right-of-way . . . . $	500

*Based on following major items: Channel excavation; debris removal & disposal; shoulder rock; emb. in place; rock embankment; toe trench excavation; grouted riprap; temp. traffic control and other incidental work necessary to restore roadway.

NOTE: Permanent repairs will be accomplished by negotiated or regular contract for the two sections that follow and are programed in Stage 1.

Deadman Creek Slide Section
MP 7.7 (Approx. 0.3 mi. of construction)

At this point the Wilson River changed its channel slightly adjacent to the roadway embankment causing the roadway fill to slump on the river side of embankment. To correct the condition it is proposed to excavate the embankment slide material to firm foundation and place backfill having the bottom portion consist of rock and with a rock filter blanket placed against the undisturbed material of the construction slope.

The work consists of grading & draining two 12-foot la
high-type pavement with 8-foot shoulders requiring the
struction of a detour approx 600' in length and the ac
of right-of-way.

The major basic items and approx. quantities generatin
estimated cost are as follows: 13,720 c.y. excavation
1,200 c.y. rock filter blanket, 2,700 c.y. rock emb.;
emb. in place; 96 lin.ft. culvert pipe; 920 c.y. base
shoulder rock; 330 tons AC pavement; 330 lin.ft. guard
other incidental items common to this type of project.

Perm. restoration estimate (Type Code 6201). . . $8
Right-of-way $1

Fern Rock Creek-S. Fork Gales Creek Section
MP 29.1 to MP 35.3 (Approx. 1.02 mi. of construction)

The remaining work to be done on this section consists
restoration of roadbed and ditches; replacing culverts
and surface courses and other incidental repair work a
necessary to restore the roadway grade and alignment.
lowing is a tabulation of the major work items and are
involved.

M.P.	Type of Work	App Len
29.1	Grade, drain and pave	35
29.8	Culvert installation and pave	
33.25-33.39	Paving	75
33.80-34.25	Grade and pave	160
34.54-34.84	Paving	160
35.10-35.30	Paving	110

Perm. restoration estimate (Type Code 6201). . . $176,

Public Hearing: Not required under paragraph 3c of PF

Clearinghouse Review: Not required under State Clear
working agreement dated February 19, 1971.

7937 S. Tigard Int.-E.P.F. Int. 1973
Sec. of the Pacific Hwy.
(Grad.,pav.,struct.,sign. & illum.) #4

CWA 3210 10-11-73
C+A 45 — 2-21-12

7937

J

February 24, 1982

Board of County Commissioners
Washington County
150 North First
Hillsboro, OR 97123

AGR

Attention: Larry Rice
Director of Public Works

MISC. CONTRACTS and
AGREEMENTS No. 4347

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement covering the South Tigard Interchange-E. Portland Freeway Interchange Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fhm

Att.

bc Don Harwell (conf. agree. att.)

7937 5-13-80 BU 5-9-80

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO I-5

6269
5/1/80

TO.
____ Metro Engineer
____ Region # 1 Engineer
____ District # 2A Engineer
X Engineering Section, Design Unit
____ Parks Branch, Planning Unit
____ Right-of-Way Section, Salem Office Unit
____ Right-of-Way, Region # 1
____ Parks Branch, Recreational Trails Coordinator

SUBJECT: Tentative Relinquishment

This office proposes to relinquish a portion of the S.W. 66th Avenue Frontage Road right-of-way of the S. Tigard Interchange - East Portland Freeway Section of the Pacific Highway, No. 1 in Washington County, to the City of Tigard approximately as shown on the attached map, colored in red. (Please see attached District 2A Correspondence).

It is requested that your office indicate below whether or not the subject section is clear for relinquishment.

____ Clear for relinquishment

____ Not Clear for relinquishment

REMARKS: ____________________________

APPROVED
R/W DESCRIPTION ENGR.
Relinquishment needs to be dimensioned from I-5 ℄.

By ________________

Date ________________

NOTE: Please return completed form to Project Management, Salem.

5-13-80
OK to relinquish. There are easement for the electrical [illegible] and cabinet at [illegible].

3 Versteeg
Anderson
2 Christensen X
Olson
Sullivan
Terpin
Trout
1 Waterlig X

RECEIVED
MAY 0 1 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up ___/___
Action

APPROVED
Duane O. Christensen
FINAL DESIGN ENGR.
Subject to Comments above 5/13/80

Contains Recycled Materials
81-125-1367

8P*78683-135

7937

1-5

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

July 26, 1979

W. H. Wakerlig
R/W Descriptions Engineer

File 19884
So. Tigard Intchge.-E. Portland Frwy.
Pacific Highway
Clackamas County

A review of the subject file indicates the description was based on field information dated 9-28-76 that did not consider revised "EL" line alignment at the Lower Boones Ferry Road Interchange. The Bryan Engineering plat that you furnished apparently depicts existing conditions.

I recommend that a field survey be conducted to identify the boundaries of the property excess to highway needs so that a proper description may be prepared.

WHW:cj
Attachments

RECEIVED
JUL 26 1979
ROAD DESIGN SECTION

Verstaeg
Andersen
Christensen
Olsen
Sullivan
Turpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Board Stoudenmeyer
Cole Semple
Erikson Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

7937

8

Victor Seger & Co.

01275 S.W. MARY FAILING DR.
PORTLAND, OREGON 97219
503 – 636-8149

RECEIVED
STATE HWY ENGR
MAY 17 '79
REFER TO
FOR

NOTED
H. S. COULTER

May 7, 1979

DISTRICT 2-A
MAY 08 1979
6 ☑ DE ☒ ADE ☐ DOM ☑ SEC

Oregon State Highway Division
Dist 2 A Engineer
P.O. Box 565
Beaverton, Oregon

Attention: Mr. Wiliiam Geibel

Dear Sir:

Thank you for your letter of May 2,79.

I certainly want to thank you for your help in the corrective work you have done.

I certainly hope that this does the job so I do not have to bother you or the state anymore.

Your statement that the damages awarded is the final settlement of this matter is not exactly what the state promised me at the trial.

If the water problem has not been resolved by your patch up work I am going to ask you to correct it.

As you have indicated you will refuse I assume I will see you next time before Judge Mulvey.

You still don't get why I had to go to court in the first place.... not to get screwed by people like you taking and changing property that dosen't belong to them without just compensation.

Sincerely,

Victor Seger

Victor Seger

VS/rk

GENERAL FILES

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
DISTRICT 2A ENGINEER
P.O. BOX 565, BEAVERTON, OREGON 97005 PHONE 229-5002

In Reply Refer to
File No

May 2, 1979

RECEIVED
STATE HWY ENGR
MAY 4 - '79
REFER TO
FOR
Info Inves R/D D-R Sum Act File

Victor Seger
01275 SW Mary Failing Drive
Portland, Oregon 97219

RE: Highway Shoulder/Drainage Complaint
File No. 46012
North Tigard-Hubbard Interchange Section
Pacific Highway No. 1

Dear Mr. Seger:

This letter will confirm our April 5 discussion at your rental home site on Carman Drive. At that time I agreed the Highway Division would extend the shoulders you requested at the edge of your concrete driveway and that we would place a small asphalt burm to divert roadway drainage from your driveway. I've inspected this work and feel that the Highway Division has sufficiently responded to your concerns related to the driveway reconstruction under the subject highway contract.

As further discussed at this meeting I feel this corrective work is about as far as the state intends to go on this matter. This effort along with the damages awarded in the final settlement has more than satisfied the state's obligation. As this street frontage has since been turned over to the jurisdiction of Clackamas County, any further concerns would be maintenance related and should be refered to them.

Sincerely,

William W. Geibel

William W. Geibel
District Engineer

WWG:js

cc: E.L. Hardt ✓
Jack Sollis
Clackamas County Dept. of Public Works
Maury Payne
Glenn Roth

OE RE RME RCE BE
TE RECEIVED RSM
UE MAY - 3 1979 RSC
SO REGION I RBI
TO

Form 734-3122 (Rev. 10-78)

B/a
3/23

Victor Seger & Co.

01275 S.W. MARY FAILING DR.
PORTLAND, OREGON 97219
503 – 636-6149

March 12, 1979

Highway Dept
State of Oregon
Salem, Oregon

RE: House 6249 SW Carman Dr
Lake Grove, regon

CE RE RME RCE BE
TE RECEIVED RSM
UE [illegible] RSC
SO REGION I RBI
TO

Dear Sir:

Please be advised this is your 10 day demand notice prior to my filing suite.

A few years ago you took the frontage of my property 6249 SW Carman Dr, Lake Grove, Ore. (Lake Oswego) This is just off the I-5 freeway at Carman Dr.

You put in a replcement concrete driveway that is sloped so badly all the water from 400 feet come into my drive and down against the home on the garage side.

Also the sholders on the concrete driveway have a 8 to 10" drop-off which gets numerous cars stuck becouse the drivers wheel happens to drop off.

I complained to a Mr. Grable from the highway dept here in Portland and he put some crushed rock on the sholders. The crushed rock was so crummy in volume as to be useless.

The highway department agreed in court when you guys tried to steal my property to replace the drive and sholders just like they were before the taking, with no water dranage problem.

I am going back to court if you guys force me to see that you don't get away with this.

3/21: Checking w/ [illegible] [illegible] [illegible] CR

4/5: Louis G. has met with Mr. Seger & is still pursuing problem. CR

4/11: [illegible] checking

4/12: [illegible]

RECEIVED
STATE HWY ENGR
MAR 14 '79
REFER TO [illegible]
FOR

Sent 2-P 3/1

GEIBEL –
PLEASE INVESTIGATE &
REPLY TO MR SEGER [illegible]
[illegible]

Sincerely,

VS/rk

Victor Seger

Copy: Larson & Sharp-attnys

7727

8

ROBERT W STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

August 25, 1978 Telephone 238-8226

Mr. Erik Voldbaek
16643 Southwest Roosevelt Avenue
Lake Oswego, OR 97034

Dear Mr. Voldbaek:

I have requested that a noise attenuation project be added to the Department of Transportation's Six Year Program, which would provide for a project on the Tualatin River South Tigard Interchange section of Interstate I-5.

However, because of the availability of funds, the Department is attempting to develop a policy which will address the question of utilization of highway funds for these types of projects. The establishment of that policy has not been completed. Pending a definite policy for expenditure of funds for these types of projects, the Tualatin River South Tigard section has not been programmed for construction.

R. N. Bothman
Administrator

ke

bc: [redacted]
L. W. Rulien

Attachment

NOTED
F. B. KL[illegible]

RECEIVED
DOT OPERATIONS
AUG 2[illegible] '78
REFER TO
FOR

Form 734-3122

16643 S. W. Roosevelt Avenue
Lake Oswego, OR 97034

August 14, 1978

Mr. Robert N. Bothman
Administrator
Department of Transportation
Metropolitan Section
5821 N. E. Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

It is now almost a year since I received your letter with an attached noise study report for the section on I-5 from Tualatin River to the south Tigard interchange.

In the closing paragraph of your letter you indicated that there would be a possibility of a sound mitigation project for 1978 but it is now apparent that that is not the case.

I will appreciate it if you will bring me up to date as to the status of this, for us, very important project.

Very truly yours,

Erik Voldbaek

Erik Voldbaek

MA PDM PDE TSE SPC
ODOT - METRO
AUG 15 1978
AM PPS FILE T/A

7937

STATE COPY

9

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-102		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER	6-13-78	Project Number I-5-5 (60) 290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,854,118.00	$ 14,960,919.00
Federal funds	$ 13,387,270.00	$ 13,485,730.00
Other revisions		

This modification is made for the following reasons:
To add a second contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of June, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By

f Technical Services Engineer
(Title)

By

Ast. State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

File

Oregon State Highway Division
Salem, Oregon, May 22, 1978

Federal Aid Project
No. I-5-5 (60) 290

S. Tigard Interch.-E. Portland Hwy. Interch.
Pacific Hwy. in Clackamas & Washington Counties

Project Agreement Estimate for I-5 at Nyberg Rd. Int. Traffic Signal to be added to previous work on this project.

Type Code 7224
Grading and Paving (Sta. 60+00 to Sta. 257+50)

Subtotal on previous estimate of September 20, 1973		$ 9,346,556.00

Additional Approved Items

EWO 26 Move High Mast Towers No. 3 & 5	All Required	45,500.00
SFO 10 Finish & Install Temporary Sign Riders	All Required	1,550.00
	Increase	$ 47,050.00
	Subtotal	$ 9,393,606.00
	Engineering	1,127,394.00
	Total	$ 10,521,000.00

Structures

Total for structures same as previous estimate of 9-20-73 $ 4,333,118.00

Length of Roadway - - - - - - - - - - - -	3.605 miles
Length of Structures (3) - - - - - - - -	0.131 mile
Total	3.736 miles

Cost of Roadway Per Mile - $ 2,918,446.60

I-5 at Nyberg Rd. Intchge.
Type Code yo 31
Traffic Signal (Sta. "L" 240 + 18.46)

Temporary Protection and Direction of Traffic	All Required		$ 1,700.00
Temporary Signs	197 Sq. Ft.	3.50	689.50
Temporary Barricades	10 only	35.05	350.50
Flagmen	80 Hr.	24.00	1,920.00
Sidewalk Ramps	3 only	350.00	1,050.00
Concrete Islands	10 Cu. Yd.	225.00	2,250.00
Traffic Signal Installation, Complete	All Required		84,438.00
	Total		$ 92,398.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$	1,700.00
	Subtotal	$	94,098.00
	Engineering		11,953.00
	Engineering (Sig. Cont. Testing)		750.00
	Total	$	106,801.00

Length of Contract - - - - - - - - - - - - 0.00 Miles

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$	300.00

Summary of Funds (92.24%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$10,521,000.00	$ 9,707,701.00	$ 813,299.00
Structures	4,333,118.00	3,998,167.00	334,951.00
Credit for Strs. Removed	-	(318,598.00)	318,598.00
Traffic Signals	106,801.00	98,513.00	8,288.00
Totals	$14,960,919.00	$13,485,783.00	$1,475,136.00

Group 1-97%, Group 8-1%, Group 9-2%

Contract No. 7937

Prefix No. 634-1061

Group 1-100%

Contract No. 8733

Prefix 634-1014

7937

STATE COPY

75

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-136 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 11-4-76	Form Approved; O M B No. 04-R2089 State Oregon County Clackamas & Washington Project Number I-5-5(60)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 25, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,614,329	$ 14,854,118
Federal funds	$ 13,166,042	$ 13,387,270
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November, 1976.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Gen file

Oregon State Highway Division
Salem, Oregon, October 26, 1976

Federal-aid Project
No. I-5-5(60)290

S. TIGARD INTERCHANGE - E. PORTALND HIGHWAY INTERCHANGE PACIFIC HIGHWAY IN CLACKAMAS & WASHINGTON COUNTIES

Revised project Agreement Estimate.

Type Code 7224
Grading and Paving (Sta. 60+00 to Sta 257+50)

Subtotal on previous estimate of September 20, 1973			$ 9,346,556.00
Additional Approved Items			
EWO 26 Move High Mast Towers No. 3&5	All Required		45,500.00
SFO 10 Furnish & install Temporary Sign Riders	All Required		1,550.00
		Increase	47,050.00
	Subtotal		9,393,606.00
	Engineering		1,127,394.00
	Total		10,521,000.00

Structures

Total for structures same as previous estimate of 9-20-73	4,333,118.00

Length of Roadway - - - - - - - - - - - - -	3.605 miles
" " Structures (3) - - - - - - - - - -	0.131 miles
Total	3.736 miles
Cost of Roadway Per mile	$2,918,446.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$10,521,000.00	$9,707,701.00	$813,299.00
Structures	4,333,118.00	3,998,167.00	334,951.00
Credit for Structures removed	-	(318,598.00)	318,598.00
Total	14,854,118.00	13,387,270.00	1,466,848.00

Group 1 - 97% Group 8 -1% Group 9 - 2%
Contract No. 7937
Prefix No. 634-1061

7937

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-59	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-25-73	COUNTY Clackamas & Washington
		PROJECT NO. I-5-5(60)290

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 0.20 mi. N. of Jct. I-205, N. 3.74 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-1-73	3.74
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT $ 14,614,329	Pro Rata 92.27% FEDERAL FUNDS $ 13,166,042

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunt

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. F. Smith
(Division Engineer)

for G. L. Green

Date executed by Division Engineer September 25, 1973

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-5(60)290

S. TIGARD INTCHGE.-EAST PORTLAND FWY. INTCHGE. SECTION

PACIFIC HIGHWAY IN WASHINGTON AND CLACKAMAS COUNTIES

Salem, Oregon, September 20, 1973

Project Agreement Estimate.

Type Code 7224
Grading and Paving (Sta. 60+00 to 257+50)

Mobilization	All	Required		$1,208,000.00
Temporary Protection and Direction of Traffic	All	Required		400,000.00
Clearing and Grubbing	All	Required		250,000.00
Removal of Structures and Obstructions	All	Required		34,000.00
Ditch Excavation	730	cu.yd.	3.20	2,336.00
Embankment Foundation Excavation	3,000	cu.yd.	1.90	5,700.00
General Excavation	628,000	cu.yd.	0.80	502,400.00
Granular Backfill	4,000	cu.yd.	4.15	16,600.00
Trench Excavation	23,700	cu.yd.	5.00	118,500.00
Finishing Roadbed and Slopes	All	Required		50,000.00
Obliteration of Roadway	All	Required		10,700.00
Furnishing and Placing Topsoil	27,400	cu.yd.	2.20	60,280.00
Watering	7,000	M-gal.	3.00	21,000.00
1" - 0 Aggregate Base	85,500	ton	3.65	312,075.00
Lime Treated Subgrade	337,000	sq.yd.	0.40	134,800.00
Lime for Treated Subgrade	3,800	ton	36.00	136,800.00
Cement Treated Base Mixture	119,000	ton	4.25	505,750.00
Portland Cement in CTB Mixture	6,550	ton	35.00	229,250.00
Asphalt in Seal	320	ton	80.00	25,600.00
Aspahlt Concrete Mixture	173,000	ton	6.75	1,167,750.00
Class "C" Asphalt Concrete Mixture in Leveling	9,700	ton	7.50	72,750.00
Asphalt Cement in Mixture	11,900	ton	31.00	368,900.00
Asphalt in Tack Coat	60	ton	100.00	6,000.00
Continuously Reinforced Concrete Pavement	32,000	cu.yd.	40.20	1,286,400.00
Reinforced Concrete Pavement	700	cu.yd.	55.00	38,500.00
Pavement Terminal Anchors	2,400	lin.ft.	26.50	63,600.00
Shoulder Trimming and Finishing	All	Required		19,000.00
Class "A" Concrete in Box Culvert	40	cu.yd.	110.00	4,400.00
Reinforcement in Box Culvert	4,000	lb.	0.19	760.00

12-inch Culvert Pipe	1,340	lin.ft.	6.00	8,040.00
18-inch Culvert Pipe	600	lin.ft.	5.50	3,300.00
48-inch Culvert Pipe	50	lin.ft.	17.00	850.00
8-inch Sewer Pipe	60	lin.ft.	4.00	240.00
12-inch Sewer Pipe	7,830	lin.ft.	4.50	35,235.00
15-inch Sewer Pipe	6,180	lin.ft.	6.30	38,934.00
18-inch Sewer Pipe	2,700	lin.ft.	7.50	20,250.00
21-inch Sewer Pipe	340	lin.ft.	8.60	2,924.00
24-inch Sewer Pipe	270	lin.ft.	10.80	2,916.00
36-inch Sewer Pipe	3,390	lin.ft.	22.50	76,275.00
Extra for Pipe Under Pavement	1,270	lin.ft.	11.20	14,224.00
Installing 15-inch Pipe Under Railroad	40	lin.ft.	74.00	2,960.00
Concrete Manholes, 10 feet or less deep	14	only	442.00	6,188.00
Concrete Manholes, 10 to 20 feet deep	10	only	682.00	6,280.00
Concrete Manholes, over 20 feet deep	4	only	1,013.00	4,052.00
Concrete Inlets, Type G-1	40	only	164.00	6,560.00
Concrete Inlets, Type G-2	1	only	195.00	195.00
Concrete Inlets, Type CG-1	15	only	270.00	4,050.00
Concrete Inlets, Type G-2MA	66	only	276.00	18,216.00
6-inch Drain Pipe	1,380	lin.ft.	1.70	2,346.00
8-inch Drain Pipe	39,800	lin.ft.	2.15	85,570.00
10-inch Drain Pipe	90	lin.ft.	3.10	279.00
Special Filter Material in Drains	5,540	cu.yd.	5.70	31,578.00
Guard Rail, Type 1A	2,100	lin.ft.	5.00	10,500.00
Guard Rail, Type 2A	3,150	lin.ft.	5.50	17,325.00
Special Metal Median Barrier	70	lin.ft.	23.50	1,645.00
Guard Rail Anchors	30	only	200.00	6,000.00
Extra for Guard Rail Bridge Connections	4	only	580.00	2,320.00
Type 3 Fence	200	lin.ft.	2.00	400.00
CL-6 Chain Link Fence	41,900	lin.ft.	4.00	167,600.00
Concrete Driveways	40	sq.yd.	20.00	800.00
Concrete Curbs	120	cu.yd.	70.00	8,400.00
Extra for Asphalt Approaches	50	only	150.00	7,500.00
Extra for Asphalt Walks	2,500	sq.yd.	2.00	5,000.00
#Concrete Barrier, Standard	18,000	lin.ft.	6.80	122,400.00
Concrete Barrier, Nonstandard	2,300	lin.ft.	7.30	16,790.00
12-inch Paved Culvert End Slopes	2	only	96.50	193.00
15-inch Paved Culvert End Slopes	1	only	109.00	109.00
18-inch Paved Culvert End Slopes	12	only	111.00	1,332.00
48-inch Paved Culvert End Slopes	1	only	209.00	209.00
Drainage Curbs	4,500	lin.ft.	0.80	3,600.00
Loose Riprap, Class 50	1,800	cu.yd.	11.00	19,800.00
Loose Riprap, Class 100	2,400	cu.yd.	14.00	33,600.00
Grouted Riprap	40	cu.yd.	39.00	1,560.00
Guide Posts	400	only	11.00	4,400.00

Guide Post, Flexible *	80 only	25.00	2,000.00
Adjusting Inlets	1 only	75.00	75.00
Roadside Seeding and Mulching	110 acre	300.00	33,000.00

RETAINING WALLS

Shoring, Cribbing, Etc.	All Required		5,000.00
Structure Excavation	390 cu.yd.	6.50	2,535.00
Structure Excavation Below Elevations Shown	40 cu.yd.	6.50	260.00
Class A Concrete	270 cu.yd.	113.00	30,510.00
Reinforcement	11,600 lb.	0.19	2,204.00

SIGNING

Removal of Existing Sign Installations	All Required		2,500.00
Painted Wood Sign Posts	All Required		8,000.00
Sign Support Footings	All Required		50,000.00
Breakaway Sign Posts	All Required		15,000.00
Single Sign Supports	All Required		20,000.00
Double Sign Supports	All Required		5,000.00
Sign Bridge at Sta. 87+50 Rt.	All Required		25,000.00
Sign Bridge at Sta. 136+00 Rt.	All Required		25,000.00
Sign Bridge at Sta. 155+00 Lt.	All Required		25,000.00
Sign Bridge at Sta. 178+00 Rt.	All Required		25,000.00
Sign Bridge at Sta. 197+50 Lt.	All Required		25,000.00
Sign Bridge at Sta. 232+50 Rt.	All Required		30,000.00
Sign Bridge at Sta. 248+00 Lt.	All Required		25,000.00
Cantilever Sign Structure at Sta. 68+00 Lt.	All Required		8,000.00
Cantilever Sign Structure at Sta. 101+50 Lt.	All Required		8,000.00
Cantilever Sign Structure at Sta. 190+00 Rt.	All Required		8,000.00
Cantilever Sign Structure at Sta. 284+00 Lt.	All Required		8,000.00
Cantilever Sign Structure at Sta. 295+00 Lt.	All Required		8,000.00
Structure Mounts	All Required		10,000.00
Move and Modify Existing Signs	All Required		1,000.00
Type "A" and "B" Signs in Place	6,808 sq.ft.	7.25	49,358.00
Type "C", "D" and "R" Signs in Place	1,180 sq.ft.	4.00	4,720.00
Type "E", "F", "G" and "M" Signs in Place	450 sq.ft.	5.00	2,250.00
Type "EE" Signs in Place	345 sq.ft.	5.00	1,725.00
Type "H" Signs in Place	108 sq.ft.	4.00	432.00
Type "U" Signs in Place	13 sq.ft.	7.00	91.00
Sign Illumination Equipment	All Required		40,000.00

Thermoplastic Pavement Arrows	14 only	100.00	1,400.00
Mono-directional Crystal Type I Markers	2,100 only	2.00	4,200.00
White Type II Markers	10,200 only	0.80	8,160.00

ILLUMINATION

High Mast Towers, Type B	All Required		150,000.00
High Mast Tower Foundation and Walls	All Required		90,000.00
Roadway Lighting Poles and Foundations	All Required		150,000.00
Luminaires and Ballasts	All Required		70,000.00
High Mast Lowering Devices *	All Required		100,000.00
Cabinets	All Required		15,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		300,000.00
Underdeck Luminaires and Ballasts	All Required		800.00
			$9,250,556.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 41,000.00
Slide Correction	All Required	10,000.00
Permanent Paving Striping	All Required	3,000.00
Stage Construction Striping	All Required	20,000.00
Temporary Erosion Control	All Required	10,000.00
On-the-Job Trainees (15 @ $800)	All Required	12,000.00
		$ 96,000.00
	Subtotal	$9,346,556.00
	10% Engr.	934,655.00
	Total	$10,281,211.00

* Experimental Category 2.

Type Code X781
Bonita Road U'xing, Br. No. 7727A (Sta. 118+20.84)(Length 228.5')

Detour Structure, Station 14+70 (BR)	All Required		$ 100,000.00
Shoring, Cribbing, Etc.	All Required		1,000.00
Structure Excavation	340 cu.yd.	3.70	1,258.00
Structure Excavation Below Elevation Shown	30 cu.yd.	3.70	111.00
Granular Backfill Material	260 cu.yd.	5.10	1,326.00
Furnish 14-inch Prestressed Concrete Piling	5,170 lin.ft.	6.00	31,020.00
Drive Prestressed Concrete Piles	94 only	300.00	28,200.00

Prestressed Concrete Pile Extensions	250 lin.ft.	18.00	4,500.00
Load Tests	1 only	6,000.00	6,000.00
Class A Concrete (240 cu.yd.)	All Required		33,000.00
Class AA Concrete (1,060 cu.yd.)	All Required		135,000.00
Reinforcement (216,000 lb.)	All Required		40,000.00
Prestressing Steel (69,400 lb.)	All Required		40,000.00
Pedestrian Handrail	534 lin.ft.	16.00	8,544.00
Preparation of Slopes	600 sq.yd.	3.50	2,100.00
Concrete Slope Paving	600 sq.yd.	11.50	6,900.00
Slope Paving Curbs	240 lin.ft.	4.75	1,140.00
Reinforced Concrete Bridge End Panels	220 sq.yd.	27.00	5,940.00
8-inch Culvert Pipe	220 lin.ft.	3.50	770.00
1-inch Electrical Conduit	300 lin.ft.	2.75	825.00
4-inch Electrical Conduit	530 lin.ft.	6.00	3,180.00
			$ 450,814.00

Type Code X781

Upper Boones Ferry Rd. U'xing, Br. No. 7728A (Sta. 145+43.00)(Length 347')

Shoring, Cribbing, Etc.	All Required		$ 1,000.00
Structure Excavation	780 cu.yd.	3.00	2,340.00
Structure Excavation Below Elevation Shown	70 cu.yd.	3.00	210.00
Furnish HP 10x42 Steel Piling	11,865 lin.ft.	4.60	54,579.00
Drive Steel Piles	153 only	200.00	30,600.00
Splice Steel Piles	35 only	40.00	1,400.00
Load Tests	1 only	5,000.00	5,000.00
Class A Concrete (920 cu.yd.)	All Required		120,000.00
Class AA Concrete (1,620 cu.yd.)	All Required		200,000.00
Reinforcement (449,000 lb.)	All Required		90,000.00
Prestressing Steel (129,000 lb.)	All Required		80,000.00
Pedestrian Handrail	694 lin.ft.	16.00	11,104.00
Preparation of Slopes	790 sq.yd.	3.50	2,765.00
Concrete Slope Paving	790 sq.yd.	11.50	9,085.00
Slope Paving Curbs	300 lin.ft.	4.75	1,425.00
Reinforced Concrete Bridge End Panels	440 sq.yd.	27.00	11,880.00
8-inch Culvert Pipe	260 lin.ft.	3.20	832.00
12-inch Culvert Pipe	130 lin.ft.	5.00	650.00
1 1/4-inch Electrical Conduit	400 lin.ft.	2.75	1,100.00
2-inch Electrical Conduit	860 lin.ft.	3.75	3,225.00
			$ 627,195.00

Type Code X181

Cook O'xing (S.P.T. Co.), Br. No. 2259B (Sta. 161+47.00 to 163+15.00)

Shoring, Cribbing, Etc.	All Required		$ 4,000.00
Structural Excavation	1,400 cu.yd.	4.20	5,880.00
Structural Excavation Below Elevation Shown	120 cu.yd.	6.30	756.00

Furnish 14-inch Prestressed Concrete Piling	3,155	lin.ft.	5.00	15,775.00
Drive Prestressed Concrete Piles	58	only	350.00	20,300.00
Prestressed Concrete Pile Extensions	170	lin.ft.	18.00	3,060.00
Class A Concrete (1,300 cu.yd.)	All	Required		168,000.00
55'/60' Type II Prestressed Beams	51	only	1,300,000	66,300.00
Reinforcement (311,500 lb.)	All	Required		50,000.00
Reinforced Concrete Bridge End Panels	680	sq.yd.	27.00	18,360.00
8-inch Culvert Pipe	170	lin.ft.	3.90	663.00
1-inch Electrical Conduit	460	lin.ft.	1.50	690.00
				$ 353,784.00

Type Code X221

Lower Boones Ferry Road O'xing, Br. No. 7729A (Sta. 187+20.00 to 189+42.00)

Detour Structure, Station 188+10	All	Required		$ 100,000.00
Detour Structure, Station 193+40	All	Required		100,000.00
Shoring, Cribbing, Etc.	All	Required		1,000.00
Structure Excavation	2,400	cu.yd.	2.00	4,800.00
Structure Excavation Below Elevations Shown	200	cu.yd.	3.55	710.00
Class A Concrete (3,130 cu.yd.)	All	Required		200,000.00
Reinforcement (905,000 lb.)	All	Required		190,000.00
Preparation of Slopes	1,400	sq.yd.	3.50	4,900.00
Concrete Slope Paving	1,400	sq.yd.	11.50	16,100.00
Berm Paving	320	sq.yd.	7.00	2,240.00
Slope Paving Curbs	260	lin.ft.	4.75	1,235.00
Reinforced Concrete Bridge End Panels	600	sq.yd.	27.00	16,200.00
8-inch Culvert Pipe	140	lin.ft.	3.60	504.00
1-1/4-inch Electrical Conduit	600	lin.ft.	2.50	1,500.00
				$ 639,189.00

Type Code X681

Tualatin (S.P.T. Co.) U'xing, Br. No. 2258A (Sta. 218+42.09)(Length 383')

Shoring, Cribbing, Etc.	All	Required		$ 7,000.00
Structure Excavation	820	cu.yd.	4.10	3,362.00
Structure Excavation Below Elevation Shown	70	cu.yd.	4.10	287.00
Special Wall Backfill	680	cu.yd.	6.50	4,420.00
Furnish HP 12x53 Steel Piling	5,640	lin.ft.	6.20	34,968.00
Furnish HP 14x89 Steel Piling	1,800	lin.ft.	9.50	17,100.00
Drive Steel Piles	118	only	250.00	29,500.00
Splice Steel Piles	30	only	45.00	1,350.00
Class A Concrete (680 cu.yd.)	All	Required		100,000.00
Class AA Concrete (850 cu.yd.)	All	Required		100,000.00
Reinforcement (344,000 lb.)	All	Required		60,000.00
Prestressing Steel (58,700 lb.)	All	Required		40,000.00
Bearing Devices	2	only	1,200.00	2,400.00

Preparation of Slopes	100	sq.yd.	3.50	350.00
Concrete Slope Paving	100	sq.yd.	11.50	1,150.00
Slope Paving Curbs	260	lin.ft.	4.75	1,235.00
Waterproofing Railroad U'xing	1,350	sq.yd.	10.00	13,500.00
				$ 416,622.00

Type Code X081
Tualatin River Bridge No. 2376A (Sta. 220+49.92 to 223+09.92)

Shoring, Cribbing, Etc.	All	Required		$ 4,000.00
Structure Excavation	1,000	cu.yd.	6.50	6,500.00
Structure Excavation Below Elevation Shown	90	cu.yd.	10.00	900.00
Special Footing Backfill	340	cu.yd.	6.70	2,278.00
Furnish HP 12x53 Steel Piling	1,575	lin.ft.	6.20	9,765.00
Drive Steel Piles	35	only	420.00	14,700.00
Splice Steel Piles	8	only	55.00	440.00
Class A Concrete (1,550 cu.yd.)	All	Required		200,000.00
80'/85' Type IV Prestressed Beams	32	only	2,500.00	80,000.00
95'/100' Type IV Prestressed Beams	16	only	3,100.00	49,600.00
Reinforcement (373,500 lb.)	All	Required		75,000.00
Reinforced Concrete Bridge End Panels	610	sq.yd.	27.00	16,470.00
8-inch Culvert Pipe	90	lin.ft.	4.50	405.00
1-inch Electrical Conduit	290	lin.ft.	1.00	290.00
2-inch Electrical Conduit	290	lin.ft.	2.50	725.00
				$ 461,073.00

Type Code X781
Nyberg Road U'xing, Br. No. 7582A (Sta. 240+18.46)(Length 264')

Shoring, Cribbing, Etc.	All	Required		$ 1,000.00
Structure Excavation	400	cu.yd.	4.20	1,680.00
Structure Excavation Below Elevation Shown	40	cu.yd.	4.20	168.00
Granular Backfill Material	360	cu.yd.	5.70	2,052.00
Furnish HP 12x53 Steel Piling	3,990	lin.ft.	6.20	24,738.00
Drive Steel Piles	84	only	250.00	21,000.00
Splice Steel Piles	20	only	45.00	900.00
Class A Concrete (340 cu.yd.)	All	Required		40,000.00
Class AA Concrete (1,580 cu.yd.)	All	Required		205,000.00
Reinforcement (360,000 lb.)	All	Required		80,000.00
Prestressing Steel (91,900 lb.)	All	Required		50,000.00
Pedestrian Handrail	600	lin.ft.	16.00	9,600.00
Preparation of Slope	680	sq.yd.	3.50	2,380.00
Concrete Slope Paving	680	sq.yd.	11.50	7,820.00
Slope Paving Curbs	230	lin.ft.	4.75	1,092.50
Reinforced Concrete Bridge End Panels	310	sq.yd.	27.00	8,370.00
8-inch Culvert Pipe	680	lin.ft.	3.70	2,516.00
1-1/4-inch Electrical Conduit	310	lin.ft.	2.50	775.00
2-1/2-inch Electrical Conduit	330	lin.ft.	3.00	990.00
				$ 460,081.50

Type Code X020
Beaver Dam Bridges Nos. 7494A & B (Sta. 246+07.00 to 247+47.00)

Shoring, Cribbing, Etc.	All Required		$ 1,000.00
Structure Excavation	240 cu.yd.	4.35	1,044.00
Structure Excavation Below Elevation Shown	20 cu.yd.	4.35	87.00
Furnish 16-inch Prestressed Concrete Piling	11,280 lin.ft.	6.50	73,320.00
Drive Prestressed Concrete Piles	141 only	230.00	32,430.00
Prestressed Concrete Pile Extensions	560 lin.ft.	20.00	11,200.00
Load Tests	1 only	6,000.00	6,000.00
Class A Concrete (1,920 cu.yd.)	All Required		200,000.00
Reinforcement (470,000 lb.)	All Required		100,000.00
Reinforced Concrete Bridge End Panels	850 sq.yd.	27.00	22,950.00
8-inch Culvert Pipe	130 lin.ft.	4.30	559.00
1-1/2-inch Electrical Conduit	170 lin.ft.	2.00	340.00
2-inch Electrical Conduit	170 lin.ft.	3.00	510.00
			$ 449,440.00
			$3,858,198.50

Additional Items

Railroad Protective Costs	All Required	$ 76,000.00
Pile Load Test (Br. No. 2258A)	All Required	5,000.00
		$ 81,000.00
	Subtotal	$3,939,198.50
	10% Engr.	393,919.50
	Total	$4,333,118.00

Length of Roadway - - - - - 3.605 Miles
Length of Structures (3)- - 0.131 Mile

Total- - 3.736 Miles

Cost of Roadway Per Mile- - $2,851,930.93

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$10,281,211.00	$ 9,486,473.00	$ 794,738.00
Structures	4,333,118.00	3,998,167.00	334,951.00
Credit for Strs. Removed	-	(318,598.00)	318,598.00
	$14,614,329.00	$13,166,042.00	$1,448,287.00

Group 1 - 97%; Group 8 - 1%; Group 9 - 2%
Contract No. 7937
Prefix No. 634-1061

S. TIGARD INTCHGE.-EAST PORTLAND FWY. INTCHGE. SECTION

Nonparticipating - State Work

Bridge Removal Work	All Required	$200,000.00
		$200,000.00
Additional Items		
State Responsibility for Damages	All Required	$ 5,000.00
		$ 5,000.00
	Subtotal	$205,000.00
	10% Engr.	20,500.00
	Total	$225,500.00

S. TIGARD INTCHGE.-EAST PORTLAND FWY. INTCHGE. SECTION

OREGON PROJECT NO. I-5-5(60)290

CREDIT FOR STRUCTURES

	Pro Rata	Total Participating Cost	Federal Funds
Bonita Road #7727A	Agree. Amt.	$ 54,288.35	$ 32,768.00
Upper Boones Ferry Rd. #7728A. .	Agree. Amt.	63,607.78	38,400.00
Cook R.R. O'xing #2259B.	Agree. Amt.	55,262.90	33,280.00
Lower Boones Ferry Rd. #7729A. .	Agree. Amt.	36,916.98	22,528.00
Tualatin R.R. U'xing #2258A. . .	62.13	60,570.40	37,632.00
Tualatin River Br. #2376A. . . .	62.13	164,697.01	102,326.00
Nyberg Rd. #7582A.	62.13	40,094.92	24,911.00
Beaver Dam Br. #7494A.	62.13	43,059.65	26,753.00
		$518,497.99	$318,598.00

S. TIGARD INTCHGE.-EAST PORTLAND FWY. INTCHGE. SECTION

OREGON PROJECT NO. I-5-5(60)290

Utility Adjustments

Northwest Natural Gas Company. . . .	All Required	$ 1,000.00
Lake Grove Water District.	All Required	12,000.00
General Telephone Company.	All Required	1,000.00
Portland General Electric Company. .	All Required	1,500.00
Pacific Northwest Bell Telephone Co.	All Required	1,000.00
Rivergrove Water District.	All Required	12,000.00
R.R. Cost (Other Than Protective). .	All Required	113,200.00
	Total*	$141,700.00

*NOTE: To be charged to Utility Project of same name Project No. I-5-5(59)290.

2737

STATE COPY

5-16-78

8

U.S. D[illegible]RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H E Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 12	COUNTY Washington & Clackamas	DIVISION Oregon
DATE OF REPORT 5/16/78	REPORT MADE BY J. Young, Engr Trainee		PROJECT NO. I-5-5(60)290
COMPLETION DATE 9/21/76	ACCEPTANCE DATE BY CONTRACT AGENCY 8/30/77	TIME ELAPSED 814 Calendar Workdays %	CONTRACT TIME 760 Calendar Workdays
APPROVED EXTENSIONS 54 CWD	LOCATION Project begins at the S Tigard Intchg (I-5-Beaverton Highway) and extends southerly 3.74 miles to the I-5 - I-205 Interchange.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
MAY 19 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAY 18 1978
Washington

S. TIGARD-E. PORTLAND FREEWAY SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing, & Illumination

Work under this project included the construction of roadbed grading, lime-treated subgrade, cement-treated base, AC pavement, continuously reinforced concrete pavement, nine permanent structures, three temporary structures, highway signs and sign supports, highway illumination, and other minor incidental work.

5-19-78
cy Keasey

A final inspection of the project was made on September 27, 1976.

The contract time of 760 CWD was overrun by 54 CWD; however, a time extension of 54 CWD was granted with no liquidated damages charged.

The final amount of the contract bid items was $12,729,479.78 or a 4.4 percent underrun of the original contract amount. Total cost of the project including additional work, engineering, and all other charges was $14,905,491.04.

COPY SENT
MAY 18 1978

All participating work has been completed.

A contract for signal work for the I-5 at Nyberg Road Interchange Section, Project No. I-5-5(60)290, was awarded to Tice Electric Co. on May 4, 1978 in the amount of $92,398.00. The work will be performed under Contract No. 8733; this final acceptance report does not cover that work. A separate final acceptance report will be written for that contract at the proper time.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/16/78	TITLE Field Operations Engineer	DATE 5/17/78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 7937-34

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL *To be completed by Washington Headquarters Personnel* 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Washington & Clackamas	FEDERAL PROJECT NO. I-5-5(60)290		URBAN ( ) RURAL X)

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		7224	x020,x081,x181 x221,x681,x781	DATE STARTED October 24, 1973
20	FINAL CONSTRUCTION COST	DOL.	8,535,351	4,862,139	DATE COMPLETED September 21, 1976
21	LENGTH OF PROJECT	MILES	3.605	.131	TOTAL NO. BRIDGES 9

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 298,107	GROSS EARNINGS $3,259,041

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	3,757,659	1,939,027
	9	PETROLEUM PRODUCTS	GAL.	333,427	21,700
	1	CEMENT	BBL.	73,864	
CARD C	2	AGGREGATES PURCHASED	TON.	398,488	3,300
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	2,796,240	
	4	LUMBER	THSD BD FT	12	437
CARD D	5	TIMBER PILING	LIN. FT.	3,107,206	4,686,132
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	2,656	17,279
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1,162	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	36,908	53,267
	17	FENCING	LIN. FT.	34,720	
	18	GUARDRAIL	LIN. FT.	26,033	240
	19	BRIDGE RAIL	LIN. FT.		1,848
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	646,035	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	1,075,000	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		12	1,792
		18	1,503
		48	42
CARD J	13	CONCRETE PIPE	
		8	417
		12	7,681
		15	6,853
		18	4,957
		21	626
		24	205
		36	3,054
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
		6	3,444
		8	36,401
		10	26
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed-stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber us[illegible]n connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total q[illegible]ties.

FORM PR-47 (REV. 9-74)

GPO 881-120

7937

May 1, 1978

TO G. L. Green, Division Admin.
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Project Acceptance
Federal Aid Project No. I-5-5(60)290

Contract 7937, Work Completed September 21, 1976

Project S. Tigard Inchge. E. Portland Freeway

Highway Pacific

Counties Washington and Clackamas

Acceptance: Federal Highway Administration Sept. 27, 1976

Oregon Transportation Commission Aug. 30, 1977

All participating work on this project has been completed.

The following documents, required for your acceptance of the project, are attached:

1-Copy Form 81-734-3498, Progress Est. & Cost Report
3-Copies Form PR-47, Statement of Materials & Labor
1-Copy Laboratory Materials Certification
1-Copy Statement of Overruns and Underruns

DC:md

cc: R. Hacek
R. D. Church

7937

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Donald M. Drake Co.
Contract 7937

This contract has been finalled. The $10,000 securities deposited in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Donald M. Drake Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7937

8

September 13, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On August 31, 1977, we wrote to you concerning release of final payment on Contract No. 7937 awarded to Donald M. Drake Company for work on the South Tigard Interchange-East Portland Freeway Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

The total contract amount is $13,260,116.51 including $234,290.75 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Christie Constructors, Inc., No. 8488	St. Johns Bridge, Multnomah County	August 18, 1977
Steel Structures, Inc., No. 8447	Willamette R. (Springfield) Bridge, Lane County	August 19, 1977
R.D.M. Constructors, No. 8484	Siuslaw River Bridge, Lane County	August 19, 1977
E. H. Itschner Co., No. 8508	Kimberly-Long Cr. and Pendleton-John Day, Grant County	August 19, 1977
Steel Structures, Inc., No. 8445	Umpqua R. (Scottsburg) Bridge, Douglas County	August 19, 1977
Babler Bros., Inc., No. 8375	Rowena Interchange, Wasco County	August 22, 1977
Ross Bros. Const., Inc., No. 8278	Barnett Rd. U-Xing, Jackson County	August 22, 1977
Reid Bros. Trucking Co., Inc., No. 8499	Seneca Rock Production Project, Harney County	August 30, 1977
M. C. Lininger & Sons, Inc., No. 8446	Forest Boundary-Colahan Rd., Klamath County	August 30, 1977
Road & Driveway Co., No. 8448	S.W. Lee St.-S.E. Fogarty St. (Newport), Lincoln County	August 30, 1977
Hamilton Electric, Inc., No. 8516	Ore. Coast Hwy. at N.E. 20th St. (Newport), Lincoln County	August 30, 1977
A-1 Sandblasting & Steam Cleaning Co., Inc., No. 8479	Bullards Bridge, Coos County	August 30, 1977

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co., No. 7937	S. Tigard Intchge.- E. Portland Fwy. Intchge., Washington and Clackamas Counties	August 30, 1977
Freedom Bridge, No. 8323	Champoeg State Park, Marion County	September 7, 1977
Horton Bros., Inc., No. 8454	Harris Beach State Park, Curry County	September 7, 1977
Wildish Const. Co., No. 8502	SPRR X'ing (Springfield), Lane County	September 8, 1977
R.D.M. Constructors, No. 8392	Champoeg State Park, Marion County	September 8, 1977
R.D.M. Constructors, No. 8478	Isthmus Slough Bridge, Coos County	September 9, 1977

September 12, 1977

H. S. Coulter, State Highway Engineer

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: August 30, 1977

FROM: R D Church for
C. T. Keasey, Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 7937, Work Completed September 21, 1976

Project S. Tigard Intchge.-E. Portland Fwy. Intchge.

Highway Pacific

Counties Washington and Clackamas

Type of Work Grading, Paving, Str., Signing and Illumination

Contractor Donald M. Drake Co.

Recommended Acceptance Date August 30, 1977

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:bb

cc: Walt Hart
R. D. Church

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 8/30/77

8/31/77
surety letter
written
JR

81-125-1387

7937

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300, Salem, Oregon 97308

August 9, 1977

IN REPLY REFER TO
HA-OR
FOIA-INQ-735

Mr. Erik Voldbaek
16643 S. W. Roosevelt Ave.
Lake Oswego, Oregon 97034

NOTED
E. S. HUNTER

Dear Mr. Voldbaek:

Your July 29, 1977, letter requested information on the current status of a noise barrier in the vicinity of your home.

The Oregon Department of Transportation has responsibility for noise evaluations involving Interstate Route 5. I suggest you contact Mr. Robert Bothman, the State's Assistant State Highway Engineer in Portland, (phone 238-8226).

A copy of this letter and your letter are being sent to Mr. Bothman. I am sure he will be able to give you the status of State activities.

Sincerely yours,
Original Signed By
G. L. Green
Division Administrator
G. L. Green
Division Administrator

cy Potter
8-10 77

RECEIVED
TECHNICAL SERVICES
AUG 10 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

16643 S. W. Roosevelt Avenue
Lake Oswego, Oregon 97034

July 29, 1977

Mr. G. L. Green
Division Administrator
U. S. Department of Transportation
Federal Highway Administration
Box 300
Salem, OR 97308

RE: 1041DA.6/INQ-~~683~~ 135, THIS ONE

Dear Mr. Green:

Since the highway next to my dwelling was expanded, we have experienced an increase in noise, both outside and inside our home, from the traffic on the highway.

In January, 1975 I took some noise level measurements on the porch outside my home and found that the noise level frequently reached levels of 70 dBA both day and night.

On January 29, 1975 I wrote a letter to the Oregon State Highway Department. The Department did not answer my letter until April 7, 1975 but further discussion and correspondence resulted in the state granting me the right to plant trees on state property between my property line and the right of way.

The noise problem has worsened since that time. In the summer of 1976 my neighbor, Mr. David J. Hyslop, and I decided that he should be the spokesman to explore a possible solution to the problem. Mr. Hyslop, however, gave up and has now sold his property turning his file over to me since I am the only original property owner left having a dwelling next to the highway. Everybody else has sold his property and the area is deteriorating rapidly as a residential area.

In reading the files it appears to me that it will take a litigation to get something done and I intend to do so if necessary. Before taking that step, however, I wish to find out where we stand now.

The purpose of this letter is to request that the Department of Transportation give me an account of the current status as to the design and construction of a noise barrier.

Very truly yours,

Erik Voldbaek

AUG [illegible] 77
[illegible]

7937

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Donald M. Drake Company
Contracts 7937 and 8338

We have received safekeeping receipt 210193 for savings certificate 312930 in the amount of $40,000 maturing October 12, 1977.

This replaces safekeeping receipt 209362 for the same amount. Their is no change in the allocation to the projects.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Donald M. Drake Company

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7937

SW. Tigard Int-
E. Portland
Freeway Intchg

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

July 13, 1977

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

____Versteeg____
____Olson____
____Ch[illegible]____
____Scott____
____Swenson____
____Severs____
____T[illegible]____

RECEIVED
JUL 20 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring Up___/___/___
Other____

Donald Trout
Design Office
OR Hwy. Div., Hwy Bldg.
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application in file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Penny Hobbs at 378-3059.

Sincerely,

WILLIAM S. COX
Director

Eugene R. Schmitz

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:ms

Enclosure

Job # 67
Permit No. 1097
Expiration Date 10-5-77
Please return by 09-1-77
Fee $50

_______ Please renew this permit. There is no change in plan from last year.

_______ Please renew this permit. Attached are revised application and drawing.

W-HK I do not wish to renew this permit.

This permit expired last year.

7937.

13/9

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION S. Tigard Interchange E. Portland Fwy. Int.	WEEK ENDING 6-18-77
		SECTION PREFIX 634-1061
	HIGHWAY Pacific Highway (I-5)	COUNTY Clackamas-Washington
NAME OF JOB S. Tigard Int.-E. Portland Fwy. Int.	KIND OF WORK Grading, paving, structures, signing and illum.	
CONTRACTOR Donald M. Drake Co.	CONTRACT NUMBER 7937	FEDERAL AID PROJECT NUMBER I-5-5(60)290
DATE OF CONTRACT September 19, 1973	DATE WORK STARTED October 24, 1973	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 760	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED 814
PROJECT AUTHORIZATION: $ 15,338,511.31	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 107
EXCLUSIVE OF ENGINEERING: $ 14,245,914.95	ENGINEERING AUTHORIZATION $ 1,090,596.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 13,384,287.67	ENGINEERING COST TO DATE $ 1,500,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 6.0 %	PERCENT OF AUTHORIZATION 137.5 %	DATE PROJECT WAS COMPLETED: September 21, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	AC	PCCP
100	100	100	100			100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.74	3.74		3.74	3.74
MILES PARTIALLY COMPLETED	3.74	3.74		3.74	3.74
MILES COMPLETED	3.74	3.74		3.74	3.74
TOTAL ESTIMATED QUANTITIES (CONTRACT)	658,000	205,500		182,000	32,700
TOTAL QUANTITIES CORRECTED TO DATE	564,000	169,200		186,000	33,201
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	564,000	169,200		186,000	33,201
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Fair			
MONDAY 13	Partly Cloudy			
TUESDAY 14	Partly Cloudy			
WEDNESDAY 15	Fair			
THURSDAY 16	Fair			
FRIDAY 17	Fair			
SATURDAY 18	Fair			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6-12-77	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY 6-17-77	
SATURDAY	

REMARKS

Project is complete and remaining semi-final data submitted 6-17-77.

FINAL REPORT

SIGNED ______ LOCATION Portland

HOWARD R. HARRIS

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

#7987

RECEIVED
Keasey
Pond
2 Jackmond
MAY 19 1977
Harwood
Johnson
Walker
Richards
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
9250 N.E. Skidmore St.
Portland, Oregon 97220
May 16, 1977

FILE:

NOTED
H. S. COULTER

R. L. Banzer

FROM: R.L. Banzer
Res. Engr.

SUBJECT: Terminal Expansion Joints
PCC Pavement

TO: Edward L. Hardt
Region One Engineer

RECEIVED
STATE HWY ENGR
MAY 20 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Terminal Expansion Joint W/O Terminal Anchors
CRPCC Pavement

During April, 1976, Continuously Reinforced Concrete Paving was placed on the South Tigard Int. - East Portland Freeway Int. section of the Pacific Highway, with a modified terminal treatment.

The end terminals at two locations on the northbound lanes were constructed with a sleeper slab and I beam expansion system without any terminal anchors.

The pavement from station 164+00 to 186+41 was completed April 28, 1976. This run of pavement was placed in two sections due to stage construction requirements. The terminals at the North end of this run were constructed in accordance with Standard Drawing No. 2070A. At the south end the modified terminal was constructed without terminal anchor lugs. Six days after being placed the terminal was punch marked to allow monitoring of movement of the concrete slab in relation to the sleeper beam.

During the remainder of the construction activity in this area movement of the terminal was monitored but not recorded. During this time no movement of the terminal greater than one hundreth of one foot was noted. This was true for both expansion and contraction.

Since that time the terminal has been checked four times. During the month of December 1976 the terminal was checked when the temperature of the slab was 35 degrees (F). The slab to sleeper beam distance showed contraction of the slab to be 1½ hundreths of a foot. This was the variation from the distance measured when the slab temperature was 68 degrees(F).

There has been no physical deterioration of this terminal or of the other modified terminal at station 189+99.

SE RE RME RCE
TE RECEIVED RSM
UE MAY 18 1977 RSC
SO REGION I RBI

CC Geibel
Versteeg
Keasey

Send cc's to -
HS Coulter
ES Hunter
GK

Of interest is the difference in the location and frequency of the tranverse cracking in the slabs, relative to the type of terminal treatment.

At both terminals without anchors the first transverse crack appears just over 100 feet from the sleeper beam. From 100 + feet to about 190 feet from the beam the transverse cracks occur at diminishing intervals of 20 feet down to 12 feet. Continuing away from the beam the cracks have a "normal" spacing of 7 - 10 feet.

At the corresponding terminals in the Southbound lanes, which were constructed with two anchor lugs, the first transverse crack appears 50± from the sleeper beam. This corresponds to the location of the first terminal anchor. The next 2 or 3 cracks appear at intervals varying from seven to twenty five feet, out to 95± 5 feet, where regular cracking occurs. The second terminal anchor is located ninety feet from the sleeper beam.

Observations of the modified terminal will continue with recording of expansion during a period of temperatures above 80 Degrees hoped for this summer.

7937

1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 20, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Donald M. Drake Company
Contracts 7937 and 8333

Safekeeping receipt 209362 for certificate 297593 in the amount of $40,000 maturing July 12, 1977 has been received. This replaces receipt 209146 for certificate 297341 in the amount of $170,000.

Of the $40,000 on certificate 297593, $10,000 is being applied to 7937 and $30,000 to 8338.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

cc: Donald M. Drake Company

bc: C.W. Head
~~R. Church~~
C.W. Barrett(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7937

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Donald M. Drake Company
Contracts 7937 and 8338

Due to the reduction in retainage requirements on Contract 7937 Donald M. Drake Company per attached letter has requested that the $30,000 in Municipal Bonds held by your office be transferred to Contract 8338.

Clairmont Water District	Rec. #2028	$20,000
City of Nyssa	Rec. #2298	10,000

Please made the necessary transfer.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Donald M. Drake Company

NOTED
C. W. HEAD

bc: C.W. Head(Att.)
R. Church(Att.)
C.W. Barrett(Att.)

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Donald M. Drake Co.
Contract 7937 and 8338

Due to the reduction in retainage requirements on Contract 7937, Donald M. Darke Company per attached letter has requested a change in their certificate of deposit.

Security receipt 209146 for TCD 297341 can be released upon replacement as indicated in Mr. Kanes letter.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

NOTED
C. W. HEAD

JJK:mm

cc: Donald M. Drake Company

bc: C.W. Head(Att.)
~~R. Church (Att.)~~
C.W. Barrett(Att.)

DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS, DEVELOPERS
AC 503 226 3991

April 8, 1977

Mr. James J. Kinns, Contract Payments Executive
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Kinns:

We appreciate your agreement to reduce our retention on Contract 7937, South Tigard Interchange, from $150,000 to $10,000.

Please transfer the $30,000 of Municipal Bonds held by the Treasurer's office (Clairmont Water District and City of Nyssa) from Contract 7937 to Contract 8338 effective immediately. The balance of $110,000 will be released when our certificate of deposit matures on April 13. On April 13, we will purchase a 90 day certificate of deposit in the amount of $10,000 for Contract 7937, and in the amount of $30,000 for Contract 8338. This will bring the total deposit for Contract 8338 up to $60,000, which should cover the full contract amount plus any price agreements through the end of the job.

Please authorize the Treasurer to make the transfer of securities, and also authorize the U.S. National Bank to release the balance from the certificate of deposit on April 13.

Thank you very much for your assistance.

Sincerely,

DONALD M. DRAKE COMPANY

D B Kane

Donald B. Kane
Vice President - Finance

NOTED
V. E. SKOGG

DBK:pd

cc: Ms. Ella Anderson, U.S. National Bank

RECEIVED
1[illegible]
HIGHWAY ACCOUNTING

INCORPORATED JANUARY 2 1973

7937

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 6, 1977

Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

Attention: Donald B. Kane,
Controller

Re: Contract 7937

Retainage requirements on this contract have been reduced to $10,000. You presently have $150,000 deposited in lieu of retainage on this contract. $140,000 may be released or transferred to another contract.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank
Oregon State Treasurer

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett

7937

March 28, 1977

Donald M. Drake Company
1740 Northwest Flanders Street
Portland, OR 97209

Attention: Ira G. Wikstrom

[redacted]

S. Tigard Interchange-
E. Portland Freeway
Contract No. 7937

At its March 15 meeting, the Transportation Commission considered the question of making some reimbursement for petro escalation claims under ORS 279.332 (1974 Senate Bill 1009). Your claim on the subject project was among those considered.

The decision of the Commission was to deny all such claims, and this is to formally advise you accordingly.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Kessey
Walt Hart, Region 1

7937

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 25, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention Jean VanScoy, Safekeeping Officer

Re: Donald M. Drake Company
Contracts 7937 and 8338

We have received safekeeping receipt 209146 for $170,000 which replaces safekeeping receipt 208913 for $170,000.

There is no change in the amount of securities deposited in lieu of retainage on these contracts.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Donald M. Drake Company

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

7937

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

3-14-77

LETTER OF APPROVAL AND/[illegible] AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-5(60)290

STATE P[illegible]ECT NO. See below

COUNTY NAME Wash/Clackamas

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. I-738

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 21 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-14-77

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
"South Tigard Interchange - East Portland Freeway"

GENERAL DESCRIPTION OF WORK:
Program Change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Program change.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-9-77 letter, I approve the program change as follows:

1. Character of Proposed Work: Add "Traffic Signals".
2. Character of Proposed Work (Full description): Add "Install traffic control signals with interconnection on Nyberg Road interchange ramp terminals".
3. Work Type Code: Add "Y031".

DATE 3-14-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

7937

1859

ROBERT W. STRAUB
GOVERNOR

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 17, 1977

U.S. National Bank
~~Main~~ Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Donald M. Drake Company
Contracts 7937 and 8338

Safekeeping receipt 208913 for $170,000 has been received. This replaces 208716 for $250,000(Attached).

Of the $170,000, $120,000 is being applied to Contract 7937 and $50,000 to Contract 8338.

Total securities deposited on Contract 7937 is $150,000 and on Contract 8338 is $50,000.

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Donald M. Drake Co.--Donald B. Kane

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7937

[illegible]

From the desk of:
H. Scott Coulter

Feb. 10, 1977

Oregon Transportation Commission

Gentlemen:

I'll bring this matter before you at the February 15 meeting.

Scott
H. S. Coulter

See
Leg'd
SB 116
1975

Leg'd
SB 1009
1974

DATE: February 10, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Petro Escalation Claims

The 1974 special session of the Legislature passed Senate Bill 1009 (now ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 percent. The law applies only to contracts existing prior to January 15, 1974. The law is permissive, saying, "A state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree." A similar but mandatory law was subsequently passed by the 1975 Legislature, including another year of contracts (up to 1-23-75), but was vetoed by Governor Straub after a strong recommendation from us to do so.

We had 95 contracts eligible for consideration in various stages from those just awarded to some virtually completed. At the time the law was passed, it appeared the petro item with the most potential for price change and total money potential was asphalt. We had about 82,000 tons of asphalt left to use under eligible contracts. The first large request for escalation was made on behalf of the paving subcontractor on Contract No. 7867, Cape Arago-Woodland Drive in Coos Bay. After discussions with the contractor, the State took the position that escalation on the asphalt would be recognized only after the contractor had exhausted all other remedies to secure the needed asphalt at original price quotations. As the 1974 contract paving work was accomplished, most contractors secured asphalt price protection on the work eleigible under the law. Minor exceptions were where a contractor or subcontractor had changed suppliers or the work was delayed. The contractor on the Coos Bay contract did not pursue his claim against the State further, and we understand they also secured the asphalt at original prices. A majority of the eligible contracts were completed within one year and by then, of course, all new work was being bid and performed at higher prices.

The price protection on asphalt continued on into 1975 on the remaining old work with at least one large contractor resisting pressure from his supplier for a higher price. (This was the Woodburn-Hayesville project by Gordon Ball Company, and paving there continued on into 1976.)

The end result with respect to asphalt has been that the eligible contracts were completed and with no apparent severe financial hardship on any contractor that we are aware of. In those instances where paving work was added to a contract by change orders, we have repriced the added work in accordance with higher current prices. We believe this, along with our earlier resistance to renegotiating existing contracts, helped preserve the integrity of their bid prices. We contracted a large volume of A.C. paving in 1975 and 1976 at the then higher prices, so logically this later work may have subsidized the completion of the older ones.

A different situation has evolved with respect to other petro products, particularly diesel fuel. Unlike asphalt, the amount of fuel used on our contracts is probably a very small fraction of the total market. Early in 1974, we were expecting fuel allocations and, for some contractors, the basic problem became just getting the necessary fuel at all, regardless of prices. Bidding practices with respect to fuel needs were apparently often less formal than for asphalt, so suppliers had more latitude to raise prices to contractors. Prices increased from about 14 cents per gallon to 37 cents from 1974 to 1976. A graph of the prices documented on the three largest projects is enclosed.

Obviously, the accumulative money effect of these higher prices became most severe on the largest and therefore longest running contracts. (All the contracts eligible under ORS 279.332 have been completed.) We have specific active claims for petro escalation on three contracts.

The largest claim is on the largest and longest (time) project, Woodburn-Hayesville Contract No. 7866. Two others are on Ladd Canyon-N. Powder on I-80N and a smaller one on the last eligible project to be completed, S. Tigard-Tualatin River on I-5.

We have considered for some time the various aspects of these claims, how to respond to them and carry out the legislative intent. There are good arguments both for and against making such adjustments. We have even listed some of these arguments as shown attached. We believe the contractors themselves were divided on the question at the time the legislation was considered.

My conclusion is that some sharing of these large increases in fuel cost would be equitable and appropriate. I suggest the State share in half of the escalation cost that occurred on fuel only (the largest claim is for fuel only, anyhow). Adjustment on this basis would not create any "windfall" profits. The total estimated cost should not exceed $215,000. We would seek federal participation in this.

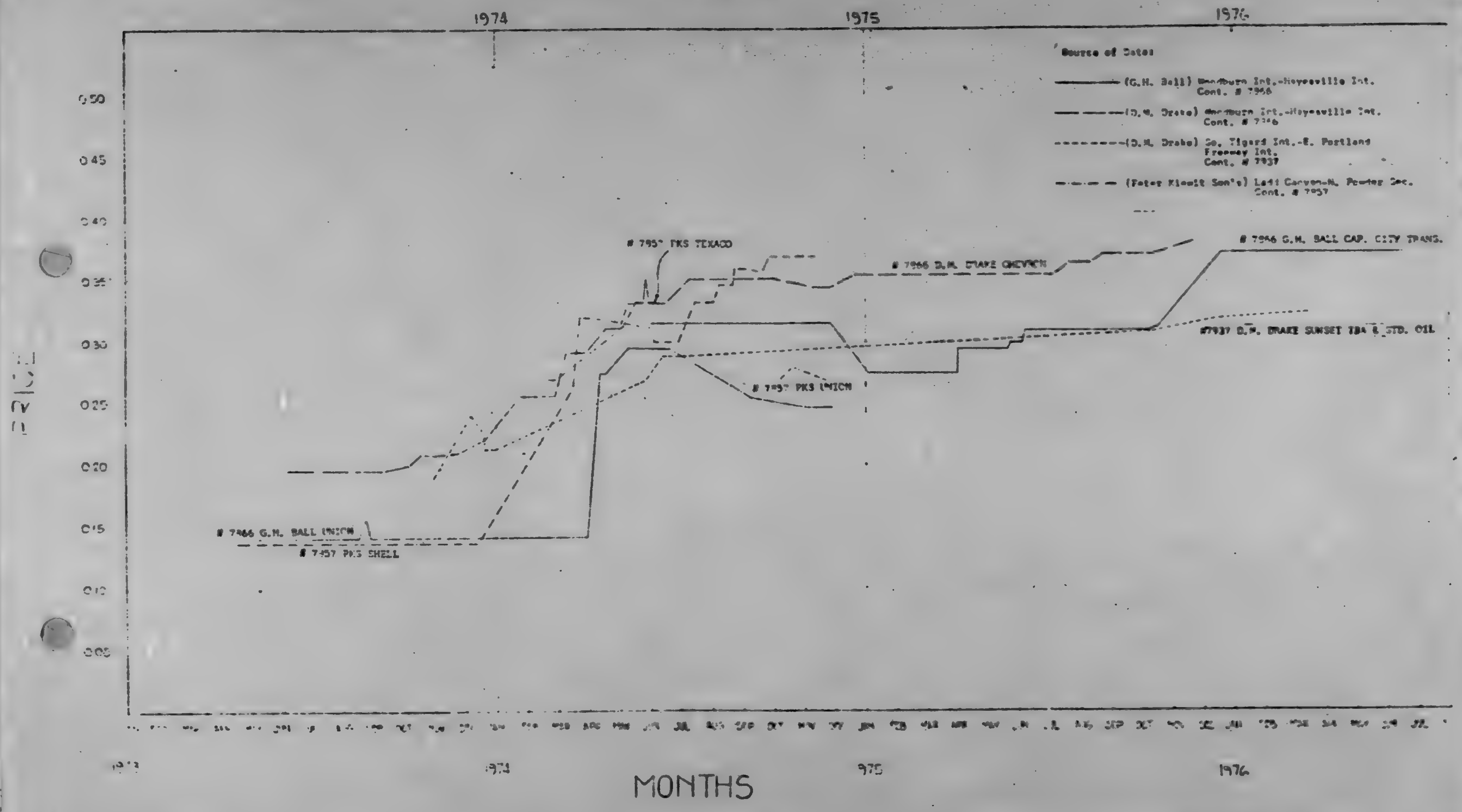
We do not know whether this approach will be agreeable with the contractors, but request your authorization to settle these claims with this objective.

Att.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe w/att.
E. S. Hunter "
R. L. Schroeder
C. T. Keasey
Walt Barrie "
George Bell
Max Klotz

GRAPH OF THE INCREASED COST/GAL
OF DIESEL OIL FROM JAN. 1973 TO
AUG. 1976



PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMARKS
			ACTIVE CLAIMS				
n-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for fuel only, and after 10% excluded.
nyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim includes more than fuel.
rd-E. Portland ay	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for fuel only, and after 10% excluded.
Freewater- State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for $30,908 asphalt & $53,236 diesel; related to late completion time.
			INACTIVE CLAIMS - DENIED OR DROPPED				
d.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gasoline only.
ago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Apparently dropped.
's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 1974 asphalt denied.
Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $33/ton on 1974 asphalt denied. Subcontract conflict.
Hwy. Jct. sport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32/ton asphalt & propane; subcontract conflict, denied.
.-Pac. Hwy. and)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
usey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gasoline & CRS-1 Asphalt, dropped.

hout excluding any %.
ludes fuel used for change order work added to contract. No further % reduction.

PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	RE
					ACTIVE CLAIMS				
7866	3-16-73	Woodburn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for and after 10
7857	12-20-72	Ladd Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim includ fuel.
7937	9-19-73	S. Tigard-E. Portland Freeway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for and after 10
7970	11- 1-73	Milton-Freewater-Wash. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for phalt & $53, related to la time.
				INACTIVE CLAIMS - DENIED OR DROPPED					
7960	10-26-76	Hogan Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gas
7867	3-30-73	Cape Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Appa
7936	9- 7-73	Deadman's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 19 denied.
789[illegible]	6-22-73	Button Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $3 asphalt deni tract confli
7973	12- 5-73	Umpqua Hwy. Jct. (Reedsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32 & propane; su conflict, den
7799	8-14-72	Park St.-Pac. Hwy. (Ashland)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
7660	11- 4-71	S.E. Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gas Asphalt, drop

1) Without excluding any %.
2) Excludes fuel used for change order work added to contract. No further % reduction.

ARGUMENTS FOR PETRO ESCALATION ADJUSTMENT

1. Escalation of some prices has in fact occurred and the law permits part of it to be reimbursed.
2. The large claims are from long term projects more vulnerable to unforeseen cost increases not only on petro items, but many others as well.
3. It is inherent in accomplishing large projects that they be undertaken by large firms. Only a few larger firms have the necessary resources to risk and the expertise to build them.
4. The contractors with the two large claims probably suffered large losses on the projects anyway. The petro escalation increased their losses.
5. At least one of the contractors (Ball) has apparently diligently resisted asphalt price increases (Any petro adjustment made would presumably be complete and final for all claims).
6. The Department encouraged the veto of a subsequent law which would have made escalation reimbursement mandatory. It behooves the Department to show that under the earlier permissive law it has acted fairly. This would be in the long range best interest of public by keeping a reputation of fair dealing with contractors so that they can bid at lowest prices with minimum of contingencies for unknowns.
7. Insisting on more formal fuel quotations and supply contracts at the time of bidding may well have resulted in higher initial pricing of these items.
8. Fuel availability and pricing had been quite stable prior to 1973. It is not reasonable to expect contractors to anticipate the increases that occurred within the next two years and even had this been possible, higher bid prices would have resulted.

9. In late 1973 and 1974 when rapid escalation of fuel prices occurred, there was the added problem of obtaining it at all. The State benefited from the contractors' successful efforts to obtain the necessary fuel to keep projects going and the potential loss to public (had they been unsuccessful) would have perhaps exceeded the direct cost escalation.
10. Adjustment for something less than 90 percent of the increase and with higher beginning level prices for comparison in some cases and limited to fuel only (and with no allowance for interest value during the interim since the costs were incurred by the contractors) would be a very conservative basis of final settlement if it can be negotiated.
11. A negotiated settlement without legal costs or detailed auditing costs or publicity would be the least costly to State.

JAB:fr

11/12/76

ARGUMENTS AGAINST PETRO ESCALATION ADJUSTMENT

1. Contractors involved did not suffer catastrophic results. They are in fact still in business.
2. The two large claims are from large out-of-State firms with diverse interests other than construction.
3. By holding back on recognizing any escalation obligation, price protection to contractors on asphalt may have been enhanced.
4. Loss or increase in cost from fuel escalation is merely one of many factors that could affect cost and profitability, or lack of it, on any project.
5. The Legislative concern at time law was passed may have been focused on asphalt pricing. Escalation on asphalt is not involved on the large claims.
6. To single out petro items for price escalation ignores the large cost increases that occurred in other components such as re-bar.
7. There is no guarantee of getting Federal participation in an adjustment. Specific Federal approval at a high level will be required.
8. Contractors should have had more formal and enforceable fuel contracts at time of bidding.
9. State has paid fair and current prices for all unforeseen work added to these contracts by change orders. It is only the original contract work bid in a free enterprise competitive manner which is involved in the escalation question.
10. At least one Oregon contractor (Cascade Construction Co.) that did significant work as a subcontractor on one of the eligible projects has not claimed escalation.

JAB:fr

11/12/76

June 18, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Attention Edward J. Sullivan
Legal Counsel

Dear Governor Straub:

Re: Senate Bill 416
Escalation of Contract Price for
Increase in Cost of Petroleum Products

I have reviewed the provisions of Senate Bill 416 and recommend that this legislation not be approved for the following reasons:

1. This considers only one group of products used in construction, whereas several other materials have suffered similar, if not greater, cost increases.

2. The industry (Associated General Contractors) has not asked us to include escalation clauses in our contracts, though we have discussed the problem with them several times and have given them the opportunity to make such request.

3. The legislation, as written, discriminates between contracting agencies, i.e., "...a state agency shall and a public agency may modify the provisions..." to increase the contract price.

4. Bulk asphalt prices more than doubled between the fall of 1973 and February 1974, with little or no change since that time. Diesel fuel prices have followed a similar pattern with no significant changes since the second quarter of 1974.

   Bid prices on asphalt, which include such items as freight charges, handling costs, anticipated price increases, etc., rose to a range of $75 to $90 per ton but, with the steadier prices, have now dropped to $60 to $80 per ton.

5. The existing law covers most of the period of rapid and extreme escalation of asphalt and petroleum prices. The intent of that law was to provide a "last resort" remedy to contractors in dire financial difficulty and in danger of bankruptcy due to such escalation. The Highway Division had 45 contracts in force which were considered to be eligible for consideration. Of these, notices of claims have been received on 14 projects. Four have been completed for some time and no formal claims are anticipated. Claims have been submitted on five projects, four of which have been responded to, indicating, on the basis of information furnished, the contractor has not shown conditions meeting the intent of Senate Bill 1009. The last claim submitted is still being analyzed. There are still three large contracts in effect which are covered by the existing law and on which claims may be expected to be filed. Most of the claims appear to have been dropped.

6. To our knowledge, all our contractors have been able to obtain asphalt at or near the original quotations received from the oil companies at the time of bidding. Had we not insisted that there be a significant impact on the total contract and that any adjustment under the existing law be a "last resort" remedy, even to the extent of possible litigation against the oil companies, it is a certainty that this price protection would have been lost, resulting in several million dollars additional cost to the State and to the contractors.

If Senate Bill 416 becomes law, it will almost automatically result in the loss of price protection on existing contracts, with the additional cost being paid by the people of Oregon.

This bill far exceeds the intent of the original legislation by making it mandatory on the State to negotiate an equitable settlement on increases of more than 10 percent or face litigation.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: George M. Baldwin
A. E. Johnson
Walt Barrie
E. S. Hunter
H. S. Coulter
C. T. Keasey
Ralph Sipprell

CTK:fr HSC:ia srb

7937

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 4, 1977

Donald M. Drake, Company
1740 N.W. Flanders
Portland, OR 97209

Attention: Donald B. Kane
Controller

Re: Contract 7937

We have received safekeeping receipt 2298 from the Oregon State Treasury, City of Nyssa Bonds 7 and 8 which total $10,000. This replaces safekeeping receipt 2024 which previously covered City of Nyssa Bonds 5 thru 8 totalling $20,000. This reduces the total securities posted on this project to $240,000.

As previously indicated security requirements on this project have been reduced to $150,000.

Vernon E. Skoog
Controller

By ______________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc; Oregon State Treasurer
U.S. National Bank, Portland, OR

bc; C.W. Head (Att)
R. Church
C.W. Barrett (Att

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2298

Received for Account of Donald M. Drake Co.

Address 1740 N W. Flanders St.
Portland, Oregon 97209

Date Jan. 31, 1977

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
City of Nyssa, Oregon G.O. Bonds Dated 1/15/74 Due 1/15/78 66	7/8	2	5,000				10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No 7937

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
FEB 2 1977
ACCOUNTING

February 1, 1977

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attn: Donald B. Kane:

Gentlemen:

Reference your letter dated January 24, 1977, and per instructions from the Oregon State Highway Division, we are enclosing City of Nyssa Water System Bonds (6-½) due January 15, 1977, Nos. 5/6 (2) @ $5,000.00 each.

We have cancelled State Treasury safekeeping receipt No. 2024, dated February 11, 1976, in the amount of $20,000.00 and re-written safekeeping receipt No. 2298, dated January 31, 1977, to reflect the remaining City of Nyssa Bonds, (6-½) Nos. 7/8 (2) @ $5,000.00 each.

We are also enclosing our invoice in the amount of $1.95, the cost of returning the Bearer securities to you.

Kindly acknowledge receipt by signing and returning the duplicate copy of this letter.

Very truly yours,

CLAY MYERS, STATE TREASURER

By

Merle Crowe, Cashier

RECEIVED
FEB 2 1977
HIGHWAY ACCOUNTING

MC: kf
Encl.

cc: Oregon State Highway Div. attn: James J. Kinns

7937

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 21, 1977

Donald M. Drake
1740 N.W. Flanders
Portland, OR 97209

Attention: Donald Kane

Re: Contract 7937

Retainage requirements on this contract have been reduced to $150,000. You presently have $250,000 deposited in lieu of retainage on this project. $100,000 may be released or transferred to other contracts.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank
Jean VanScoy, Safekeeping Officer

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

7937

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 21, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Donald M. Drake
Contracts 7937 & 8338

We have received safekeeping receipt #208716 covering certificate #287189 for $250,000, replacing receipt #208428 covering certificate #277578 for $250,000 which is enclosed.

There is no change in the total amount of securities posted in lieu of retainage on these contracts.

Vernon E. Skoog, Controller

James J. Kinns
Contract Payments Executive

JJK:njc
Attachment
cc: Donald M. Drake

bc: ~~C. W. Head -~~ Attachment
R. Church
C. Barrett - Attachment

NOTED
C. W. HEAD

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **208716**

DATE January 12, 1977

DISPOSITION OF PROCEEDS
XX CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit Dept

$250,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 4.625% Dated 1/12/77 Due 2/11/77 Interest at Maturity Co. CUSIP Cert #00 287189 @ 250M n/o Donald M. Drake/& State of Oregon "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-2499 4/75 ENV. 51-320 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

January 13, 1977

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Jim Kinnes

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #208716 covering $250,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $210,000.00 on Contract #7937, $40,000.00 on Contract #8338.

This C/D renews Safekeeping Receipt #208428 in amount of $250,000.00 which matured on 1/12/77.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Donald M. Drake Company
attn: Donald Kane

NOTED

RECEIVED
JAN 17 1977
HIGHWAY ACCOUNTING

RECEIVED
JAN 18 1977
CONTRACT ACCOUNTING

7937

15

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. Barrett
R. Church
C. Head

DATE: December 23, 1976

FROM: Janice H. Peterson JP

SUBJECT: Donald M. Drake Co.
Contracts 7937 & 8338

The Donald Drake Co. increased their certificates of deposit pledged in lieu of retainage on contracts 7937 and 8338 by enough to enable the State Treasurer to return $25,000 in bonds pledged on 7937 and $10,000 in bonds pledged on 8338.

NOTED
C. W. HEAD

81-125-1387

7937

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 17, 1976

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re; Donald M. Drake
Contracts 7937 & 8338

We received your safekeeping receipt 208428, covering certificate #277578, $250,000, which replaces matured certificate 277370, $210,000.

The result of this transaction is a $25,000 increase in deposits on contract 7937 and a $15,000 increase on contract 8338.

Vernon E. Skoog
Controller

By ____________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: Donald M. Drake

bc; C. Barrett
R. Church
C. Head

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

December 13, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #208428 covering $250,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $210,000.00 on Contract #7937 , $40,000.00 on Contract #8338.

This C/D renews Safekeeping Receipt #208242 in the amount of $210,000.00 which matured on 12/13/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Donald M. Drake Company
Attn: Donald Kane

RECEIVED
DEC 15 1976
HIGHWAY ACCOUNTING

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **208428**

DATE December 13, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acct't
☐ Remit

For The Acct. of
Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$250,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D Dated 12/13/76 Due 1/12/77 Interest at maturity Cert #00 277578 @ 250M N/O Donald M. Drake Co. & State of Oregon "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"	5.000% CUSIP

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2890 6/76 ENV. 31-330 HEAD OFFICE PORTLAND

Contract #7937
Job Compl - 9/21/73

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

30 November 19 76

A PERMIT TO place fill in connection with the widening of the I-5 bridge over the Tualatin River. The construction requires the placement of concrete piers & footings, 300 cy of special footing backfill, 300 cy of stone riprap placed on the south bank & 35 cy of riprap in two lined ditches on the north bank

~~AT~~ near Tualatin, Oregon in the Tualatin River mile 8.2

HAS BEEN ISSUED TO Oregon Dept. of Transportation **ON** 30 November 19 76

ADDRESS OF PERMITTEE 212 State Highway Building
Salem, OR 97310

PERMIT NUMBER
002089(Tualatin River-Fill)

for the District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-596

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

30 November **19** 76

A PERMIT TO place fill in connection with the widening of the I-5 bridge over the Tualatin River. The construction requires the placement of concrete piers & footings, 300 cy of special footing backfill, 300 cy of stone riprap placed on the south bank & 35 cy of riprap in two lined ditches on the north bank

AT near Tualatin, Oregon in the Tualatin River mile 8.2

HAS BEEN ISSUED TO Oregon Dept. of Transportation **ON** 30 November **19** 76

ADDRESS OF PERMITTEE 212 State Highway Building
Salem, OR 97310

PERMIT NUMBER
002089(Tualatin River-Fill)

Wash Co-
I 5 Br.

for the **District Engineer**

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-896

Orig. permit, cpy sticker: Gen. Files Don Keyes

Cpy permit & sticker: Keasey, Ellison, Versteeg
Terpin, Rulien, Region 1

NOTED
C. W. HEAD

Orig. sticker, cpy permit: Cecil Head:
Please mail sticker to Resident
Engineer with signed copy of
contract when let.

E7937

Application No. 071-OYA-4-002089

Name of Applicant OREGON DEPARTMENT OF TRANSPORTATION

Effective Date 30 Nov 76

Expiration Date (If applicable) 30 Nov 79

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 5 March 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(XX) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon Department of Transportation
State Highway Division
212 State Highway Building
Salem, OR 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to place fill in connection with the widening of the I-5 Bridge over the Tualatin River. The construction requires the placement of concrete piers and footings, 300 cubic yards of special footing backfill, 300 cubic yards of stone riprap placed on the south bank and 35 cubic yards of riprap in two (2) lined ditches on the north bank for storm sewer outfalls.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Tualatin River mile 8.2

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

~~at~~ near Tualatin, Oregon

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks):

002089 (Tualatin River-Fill)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the pe
advance of the tir
one week, resump

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not stated on or before 30 day of Nov, 19 77, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before 30 day of Nov, 19 79, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.~~

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.~~

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ______ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.~~

II. **Special Conditions** (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

cc. Only clean, durable riprap will be used.

dd. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

ee. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal Permit No. 1097.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

Frank E.
PERMITTEE

11-29-76
DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

30 November 1976
DATE

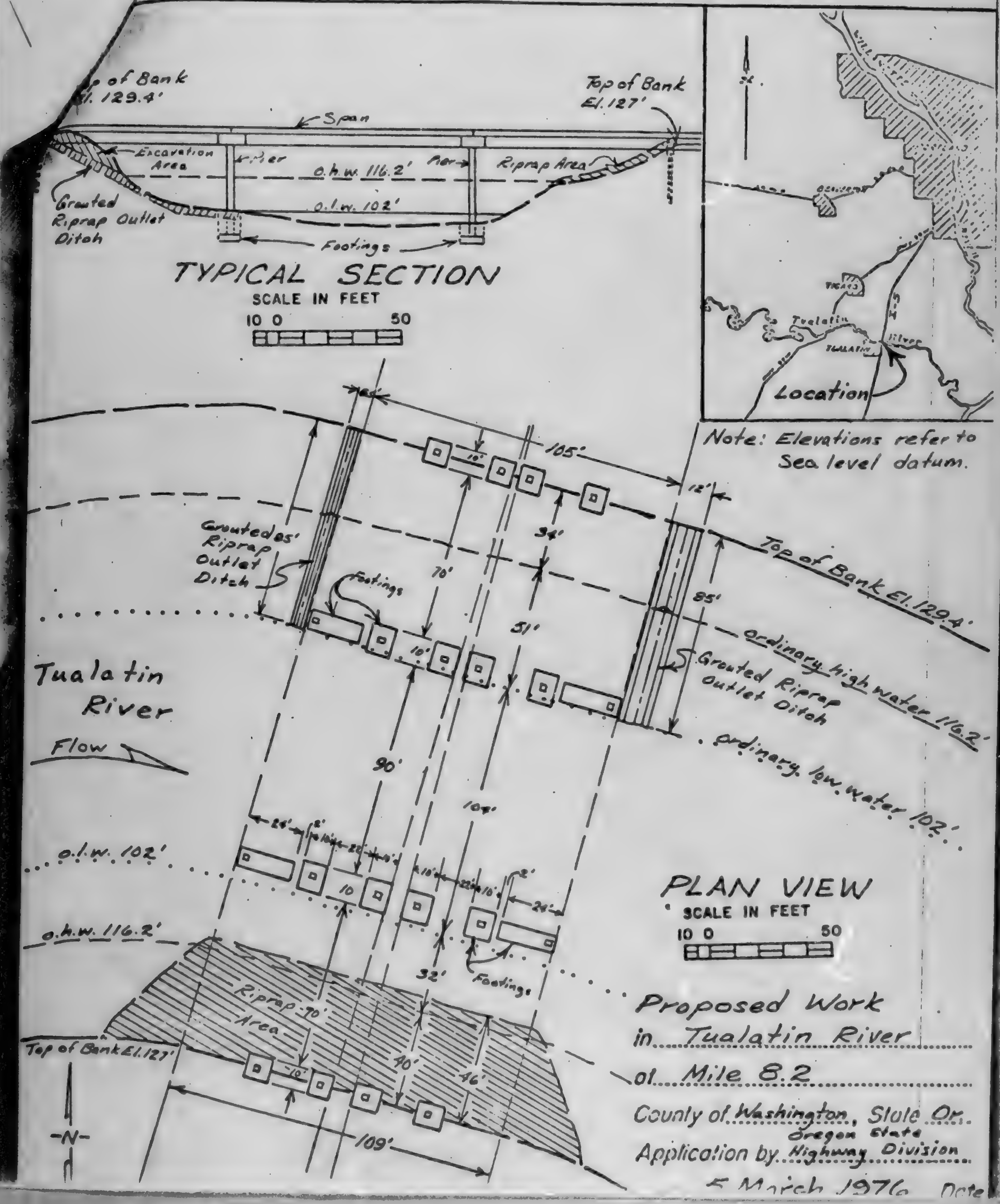
AJ Heineman
By A. J. HEINEMAN
Chief, Navigation Division

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE

DATE

002089 (Tualatin River-Fill)


Top of Bank El. 129.4'
Top of Bank El. 127'
Span
Excavation Area
Pier
Pier
Riprap Area
o.h.w. 116.2'
o.l.w. 102'
Grouted Riprap Outlet Ditch
Footings
TYPICAL SECTION
SCALE IN FEET
10 0 50
Location
Tualatin
River
Tualatin
Note: Elevations refer to Sea level datum.
105'
10'
12'
34'
70'
51'
85'
Grouted 6' Riprap Outlet Ditch
Footings
Top of Bank El. 129.4'
ordinary high water 116.2'
Grouted Riprap Outlet Ditch
ordinary low water 102'
Tualatin River
Flow
90'
104'
10'
24'
2'
10
22
10'
24'
o.l.w. 102'
o.h.w. 116.2'
32'
Footings
Riprap 90' Area
40'
46'
10'
Top of Bank El. 127'
109'
N
PLAN VIEW
SCALE IN FEET
10 0 50

Proposed Work in Tualatin River

at Mile 8.2

County of Washington, State Or.

Application by Oregon State Highway Division

5 March 1976 Date

7937

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 16, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts 7937 & 8338

We received your safekeeping receipt 208242 covering TCD 277370, $210,000. We enclose safekeeping receipt 208017 for matured certificate 265368, $201,000.

There is no increase in deposits in lieu of retainage on contract 7937; the entire $9,000 increase is credited to contract 8338.

Vernon E. Skoog
Controller

By ____________________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

Enclosure

cc: Donald M. Drake Co.

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C. Barrett

7437 11-9-76 1-5

FHAI

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-5(60)230

STATE PROJECT NO. See below

COUNTY NAME Clackamas & Washington

PROGRAM NO.

ITEM NO. I-738

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 15 '76
REFER TO
Quilien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-1-73	10-27-76	Interstate 5	Primary 1

GENERAL LOCATION:
"South Tigard Interchange - E. Portland Freeway"

GENERAL DESCRIPTION OF WORK:
Furnish and install illuminated traffic control and re-stripe interchange.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX
XXXXXXXXXXFORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-28-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 12 in the amount of $4,450 - Federal Funds $4,100.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-9-76		for Division Administrator

FORM PR-1240 (REV. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1972-031-000

7937

November 2, 1976

Donald M. Drake Company
P. O. Box 487
Tualatin, OR 97062

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7937 for work on the S. Tigard Interchange-E. Portland Freeway Interchange Section of the Pacific Highway in Clackamas and Washington Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 54 days is granted because of six added work orders. (Price Agreements No. 7, 18, 23, 38, 39 and Extra Work Order No. 25).

This deletes all time liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Ed Hardt

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 28, 1976

FILE: CON 5 #7937

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: S. Tigard Interchange -
E. Portland Freeway Interchange
Contract No. 7937
Request for Time Extension

Donald M. Drake Company requests a 75-day extension based entirely on six added work orders. Some pertinent dates on this project are:

Bids opened	September 6, 1973
Contract sent	September 19,
Contract time started	October 1 (760 calendar workdays allowed)
760 days expired	July 29, 1976 (Project 92 percent completed)
Project completion	September 21, 1976 (54 days liquidated damages at $300 per day = $16,200.

The contractor cites only six change orders, all of which were significant. Three of them are structure-related and three are roadway-related. Actually there are a total of 32 extra work orders and 42 price agreements on record for the project, but an overall net money underrun on the contract work of about 5 percent is expected. We do not know of any large claims on the project. Two of the structure-related orders made significant changes on three of the overcrossing structures. This was to revise the overhang sidewalk section by deleting concrete barrier, adding curb and sidewalk and changing to a three-tube rail. The Resident Engineer recommends 52 days on this one change alone.

The three roadway change orders cited by the contractor also covered two significant additions. Price Agreement No. 38 retained the stage widening between S. Tigard Interchange and Upper Boones Ferry Road Interchange and went ahead and completed it to an 8-lane section for this short distance. This was work done late in the contract. Two other roadway orders (P.A. 39 and E.W.O. 25) covered the salvage and recycling of A.C. from stage surfacing. This was also late work and required some warm weather in June. The entire project was opened to full traffic before the contract time had elapsed.

Although not cited by the contractor, this project was also affected to some extent by labor disputes in 1974. The project was not affected to the point where all operations stopped for any extended time, so only two days were excluded from the contract time count. A more careful analysis would surely indicate some overall delay and impact on the project completion.

I therefore concur in the field recommendations for a complete time extension. Since this is based entirely on participating added orders, I believe such extension could be granted participating under delegated authority. A rough draft letter to the contractor on this basis is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
OCT 28 '76
REFER TO
FOR
Info
Invs
R/D
D/R
Sign
Act
File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7937 Contractor Donald M. Drake Co.

Highway Pacific Highway (I-5)

Section S. Tigard Int.-E. Portland Fwy. Int.

Kind of Work Sign, Illum., Grading, Pave., Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend complete time extension, (54 days) because of six added work orders, (P.A. Nos. 7, 18, 23, 38, 39 and E.W.O. No. 25).

Recommended for Approval:

....
Regional Engineer

....
for Construction Engineer or ~~Bridge Engineer~~

Ed Hunt ....
State Highway Engineer

Contract No.	7937
Project designation	State State-Federal
Date awarded	September 19, 1973
Work started	October 24, 1973
Per cent completed	92% 7/30/76 Date
No. of Workdays Allowed	760
No. of Workdays Used	762
No. of Added Workdays Requested	75

SP*67866-734

E-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 28, 1976, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 760 days to 835 days, within which to complete our Contract No. 7937, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Price Agreement Numbers 7, 18, 23, 38, 39 and Extra Work Order Number 25

Time Extension Backup Attached

Respectfully submitted,

Donald M. Drake Company
Contractor

By Lee Sowers
Lee Sowers, Project Manager

CONSENT OF SURETY

Date July 28, 19 76

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Leonard A. Forsgren

(SEAL)

CORROON & BLACK
1600 S.W. 4th Ave., Portland, Oregon
Resident Agent

FORM 81-734-3030

RECEIVED
Bond
Jackmond
Harwood
Walker
Glenn
Berg
AUG 1[illegible] 1976
CONSTRUCTION SECTION

FILE: CON 5

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 17, 1976

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

TO: CARROLL T. KEASEY
Construction Engineer

Attention: John Bond

SUBJECT: S. TIGARD INTERCHANGE - E. PORTLAND FREEWAY INTERCHANGE
Pacific Highway (I-5)
Contract No. 7937

Attached is the contractor's request for time extension, his letters of justification and the resident engineer's analysis and recommendation of the request. The contractor has asked for 75 days, although his individual requests add up to 122 days. Maury Payne analyzed each of the items listed by the contractor, and came up with 101 days, although Maury mentioned that he could, without a great deal of effort, find other reasons for time extension which the contractor didn't mention, for a total of 164 days.

Contract time ran out on July 29, 1976. The 75 days requested by the contractor will get him into the middle of October. There should be no problem finishing all the work by this date; all the major work is done, there is some top soil to place, a small amount of bridge finishing and miscellaneous cleanup items.

Listed below are the items and the number of days requested by the contractor and recommended by Maury Payne.

Price Agreement No. 7

Additional utility openings in the diaphram beams. Contractor asked for 2 extra days. Resident Engineer says work did not delay overall project--recommends 0 days.

Price Agreement No. 18 & 23

Delete type G parapet rail and substitute curbs, sidewalks and 3-tube rail. Contractor claims that due to change in design, delay in getting approval and revised concrete pouring schedule, he is entitled to 45 days. Resident Engineer analyzed the changes and recommends 52 days for the work done under the two price agreements.

Price Agreement No. 38

This work involved an additional lane, leaving part of the stage widening in place and had to be done after most of the contract work was performed. The contractor asks for an additional 46 days. The Resident Engineer agrees with the analysis, but recommends only 20 days.

Price Agreement No. 39 and Extra Work Order No. 25

This work involved recycling some asphalt that normally would have been disposed of by the contractor. Due to cool weather, rain, the uniqueness of the project, the contractor is asking for 29 days. The Resident Engineer also recommends 29 days.

Item	Contractor's Request	Res. Engr.'s Recommendation
P.A. 7	2	0
P.A. 18 & 23	45	52
P.A. 38	46	20
P.A. 39 & E.W.O. 25	29	29
Total	122	101

Based on this comparison and on Maury Payne's analysis, we recommend that a 75 day extension be granted.

MC/lms
Attachment
cc: Maury Payne

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Tigard, Ore.
August 6, '76

SUBJECT: S. Tigard Int.-E. Portland Fwy. Int.
Pacific Hwy (I-5)
Clackamas-Washington Counties
Contract 7737

To: Mr. Marion Craft
Region Construction Engr.
Milwaukie, Ore.

Enclosed you will find Donald M. Drake Company's request for 75 calendar workdays to complete the subject project. Also, enclosed are comments from this office pertaining to the request.

I recommend approval of the additional 75 days.

Yours truly,

Maurice D. [illegible]
Maurice D. [illegible]
Res. Engr.

OE PE PME CE PE
TE RECEIVED RW
UE AUG 10 1976
SQ REGION 1 RSI
ENV LOC

Comments on Contractor's Requests for Time Extension

P.A. #7 - The contractor requests 2 days for adding a utility opening in Bonita Structure. I do not agree that this delayed the overall project. The P.A. was approved in a timely fashion and the work consisted of installing sono-tube in the forms.(Allow 0 days)

P.A. #18 - Delete the concrete on the structure and revise the overhang sidewalk section to a sidewalk and curb section.

P.A. #23 - Replace contract pedestrian rail with three-tube rail:
Bonita Road Bridge #7727A
Upper Boones Ferry Road Bridge #7728A
Nyberg Road Bridge #7582A

Contractor was notified change would be made May 15, 1974. Revised plans received June 13, 1974. Approved Price Agreements received March 27, 1975.

May 15, 1974 - June 13, 1974 - 29 days
June 13, 1974 - March 27, 1975 - 268 days
297 days

The revised plans specified sidewalks would be poured and to strength prior to stressing. Due to this revision a delay was caused between time of last deck pour and last sidewalk pour.

Nyberg - Last deck pour 11-13-74
Last sidewalk pour 11-22-74 = 10 days

Bonita - Last deck pour 2-14-75
Last sidewalk pour 2-20-75 = 6days

Upper Boones - Last deck pour 4-10-75
Last sidewalk pour 4-17-75 = 7 days

Total = 23 days

For delays caused by revision covered in P.A. #18 and P.A. #23, I recommend (29 days) from when contractor was notified a change would be made and revised plans were received so forms could be layed out and materials ordered from suppliers and sub-contractors and the (23 days) between time deck would have been to strength and sidewalk was to strength which delayed stressing, falsework removal and switching of traffic phases. Total recommended time for P.A. 18 and P.A. 23 is 52 days.

P.A. #38 - Start July 14 - Finish Aug. 2, 1976 (20 days). This P.A. involved work that could not be performed until the original contract work was completed. I agree with the contractors analysis, but disagree on the number of days. (20 days)

P.A. #39 and EWO #25 - June 8, '76 - July 6, '76 (29 days). This P.A. and EWO came near the end of the original contract work. This work did delay the stage grading on the RLS Line. As the contractor states, the re-cycle project was dependant on warm weather and the month of June was considerably cooler and wetter than normal. (29 days)

I feel that the contractor has made a concerted effort to complete the contract on time. The entire project was open to traffic when the specified time ran out. The remaining work consists of dressing-up slopes, landscape areas, fencing, surface finishing and painting of structures and miscellaneuous signing, illumination and general clean-up.

I believe the contractor has more than sufficient justification for the requested 75 days. One item that the contractor did not mention was the number of times they were shut down from performing any freeway work during holiday periods. I believe they could reasonably have generated 34 days for this. There were 68 days involved and assumming the production was reduced by 50%. In addition, they were affected somewhat by an operating engineers strike against their electrical sub-contractor (Comstock) from Jan. 7,1974 to Jan. 30, 1974. The electrical work continued during this period, but the drainage, grading and clearing work was shut down. This involved 24 days. If one assumed 25% production during this period, this would mean a loss of 18 days. June 10-June 20, 1974; A Masons' Strike curtailed all activity June 10 and stopped all drainage work the remainder of time. Assuming a 50% production, this would amount to 6 days lost.

Washington County was obliged to purchase R/W along the north side of "UB" from R.R. tracks to S.W. 72nd Ave. The R/W should have been available to the contractor Oct. 1973, but was not available until Oct. 18, 1974. The contractor adjusted his schedule around this inconvenience. By the time the R/W was available insufficient summer remained to complete the grading and surfacing. This work was postponed until the fall of 1975. It is difficult to determine how this affected the overall completion of the project, but undoubtedly it had some effect.

The frontage Road left of Bonita Road station 7+00 was revised to conform with City of Tigard Standards in July, 1974. This involved adding curb and sidewalk and improving the alignment. Immediately following the plan revision, a sanitary sewer and water main were in the planning. The frontage road construction was delayed to allow the sewer and water main to be installed. Upon completion of this work, a furniture store started construction with their only access on the R/W where the frontage road was to be built. The contractor was finally able to complete construction of the frontage road August 2, 1976. Here again it is difficult to determine how much affect this had on the overall contract completion. The contract time expired July 29, 1976; So, 4 days , at least, would seem appropriate.

July 23, 1974 the Iron Workers Strike caused one day delay. (Not counted)

Without a great deal of effort I believe the contractor could reasonably justify 164 day extension of time. I feel that the 75 days requested is totally justified and reasonable.

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 226-3891

Reply to:
Post Office Box 487
Tualatin, Oregon 97062
Telephone (503) 639-6817

July 28, 1976

Oregon State Highway Division
12949 S.W. Pacific Highway
Tigard, Oregon

Subject: S. Tigard Interchange
E. Portland Fwy. Interchange
Contract No. 7937-OSHD

Attention: Maurice Payne

Gentlemen:

With this letter and pursuant with Standard Specifications for Highway Construction, 1970 issue, and Section 108 Paragraph 108.09, we respectfully submit this Contractors Request for Increase in Number of Workdays to Complete Oregon State Highway Division Contract No. 7937.

The attached detailed summary will explain our time extension request.

Very Truly Yours,
DONALD M. DRAKE COMPANY

Lee Sowers

Lee Sowers, Project Manager

LS/rw

Encl.

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 226-3991

With the contract termination date drawing near, it is apparent that the Donald M. Drake Company will be 98% complete with a few minor work items remaining before final inspection can be requested. Therefore, with this letter and pursuant with Standard Specifications for Highway Construction, 1970 issue, and Section 108 Paragraph 108.09, a time extention request will be detailed so that the Oregon State Highway Division can start action to extend the contract completion date. The following detailed summary will explain our time extension request.

PA 7 - 2 days
PA 18 - 30 days 52
PA 23 - 15 days 20
PA 38 - 46 days
PA 39 & EWO 25 - 29 days 25

Ref: Price Agreement # 7 and Para. 108.09 (a)

Per our letter of proposal dated January 25, 1974, and acceptance by the Oregon State Highway Division through Price Agreement # 7, we request two (2) days.

This constructive change the Donald M. Drake Company was reimbursed for, but with the added work of building additional openings in the diaphram beams, we request two (2) days time extension.

Ref: Price Agreement # 18 and Para. 108.09 (a)

Per our letter of proposal dated August 23, 1974, and acceptance by the Oregon State Highway Division through Price Agreement # 18, we request thirty (30) days time extension. The following will relate the details of this request.

On June 21, 1974, we received a letter from the Oregon State Highway Division requesting detailed changes on three overpass structures. (Bonita, Upper Boones and Nyberg) The requested revisions reflected the elimination of type 'G' parapet rail and the pedestrian rails. In lieu of the above, the Oregon State Highway Division asked for curbs, sidewalks and 3 tube rail. On February 5, 1975, part of these revisions were incorporated into the contract through Price Agreement # 18.

As stated in our proposal letter dated August 23, 1974, and again in our letter of January 31, 1975, ten (10) calendar days per bridge or thirty (30) calendar days total would be required to secure material for the rail anchor bolts to be imbedded in the concrete. The revision of preconstructed outside stem forms and the fact that two additional concrete pours per bridge delayed the start of the post tensioning.

Ref: Price Agreement #23 and Para. 108.09 (a)

Per our letter of proposal dated August 23, 1974, and acceptance by the Oregon State Highway Division through Price Agreement # 23, we request fifteen (15) days time extension.

The details for this request are similar to those in the request for time extension in Price Agreement # 18 as the facts are the same.

On January 31, 1975, the revisions were incorporated into the contract through Price Agreement # 23. Our proposal letter of August 23, 1974, was split into two Price Agreements for the convenience of the Oregon State Highway Division. We are requesting additional time of five (5) days per bridge to secure bridge rail material and get it fabricated.

We wish to point out that the Donald M. Drake Company and the Oregon State Highway Division were both fortunate in that material for the original rail was purchased, but our supplier, after much effort, was able to sell the material, and all the Oregon State Highway Division had to pay was a nominal engineering expense for this change.

Ref: Price Agreement # 38 and Para. 108.09 (a)

Per our letter of proposal dated February 9, 1976, and the subsequent acceptance by the Oregon State Highway Division on March 9, 1976, through Price Agreement # 38, we request forty six (46) calendar days time extension.

This change eliminated part of the shoulder trimming, but added a substantial amount of work far in excess of what was eliminated.

Shoulder Trimming	2 days
Load and Haul	4 days
Blade and Rock	2 days
Total eliminated work	8 days

Topsoil - Haul and Place in tight area	3 days
Embankment	3 days
Trench Exc - Pipe under pavement and Pipe	5 days
Base Rock	2 days
Asphalt	2 days
Inlets	5 days
Manhole	2 days
Guard Rail and Anchors	12 days
Concrete Barrier - Set & Grout & Finish & Paint	6 days
Markers	1 day
Total added work	41 days

Work Added	41 days
Work Deleted	8 days
	33 days (work days)

5 work days/week = 6.6 work weeks x 2 = 13.2 (Week ends)

Total Workdays plus Weekends = 46.2 calendar days

It is critical to note this work could not proceed until all stage construction was complete. In addition, this added work was sequential in nature and very little, if any, of it could be done simultaneously.

Continued
Ref: Price Agreement # 39, EWO 25 and Para. 108.09 (a)

equipment.

Every attempt by the Oregon State Highway Division was made to preplan the testing procedure, but in order to recycle asphalt, warm weather was found to be a critical ingredient. This testing was performed in June and July of 1976, of which the warm weather was practically non-existant. In fact, rain and cool weather prevailed, therefore the short notice for manpower and equipment is somewhat understandable, but certainly not to the account of the contractor.

The contractors concern for completion of the contract on time generated concern relative to this testing procedure, therefore the contractor elected to start working on Saturdays with the excavation crew. Saturday work was not planned nor was it anticipated to complete the contract on time.

The following detail will relate the time expended to complete the testing procedure.

During the month of June, eighteen (18) days of recycle work was performed.

During the month of July, twelve (12) days of recycle work was performed.

Total days of recycle work --- thirty (30) days

Recycle workdays	30 days
Deleted workdays	9 days
Balance	21 days (workdays)

21 divided by 5 = 4.2 workweeks x 2 days/week for weekends = 8.4 days (weekends)

Total time extension request - 21 workdays plus 8.4 days weekends = 29.4 calendar days

Ref: Price Agreement # 39, EWO 25 and Para. 108.09 (a)

Price Agreement # 39 directed the contractor to surface RLn 200+00 to 209+00 Rt. and RLs 209+00 to 225+00, BP 25+00 to 32+00, plus three cul-de-sacs with recycled asphaltic concrete in lieu of contract planned CTB and base lift asphaltic concrete. To accomplish the deleted work would require the following number of days.

CTB - 6100 Tons - Work 3 days Cure 4 days	7 days
AC - 1500 Tons - Work 2 days	2 days
To complete under original contract	9 days

Work Actually Performed -

Once subgrade was made the Oregon State Highway Division directed the contractor to haul stockpiled waste asphalt to the subgrade and start spreading with various pieces of equipment. The test procedure involved 2 lifts and required the D-8 to doze and walk over the asphalt to break it up. Next, water with chemicals was used to assist the breakdown procedure. Various rollers and compactors were rented during this testing procedure. The testing procedure was just what it implies. Much experimentation was done in an attempt on the part of the Oregon State Highway Division to determine the most expedient and least costly technique to recycle asphalt. During this testing procedure, the contractors normal procedures and operations were drastically interrupted on a hit and miss basis. Some days the entire excavation crew was required all day or for only parts of days. In most of this work, the advance notice was short or nonexistant. This is to say that in many instances that half way through a shift or at the start of a shift the Oregon State Highway Division would request the contractors forces and

7937 10-27-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
5-5(60)290

STATE PROJECT NO.
S.Tigard Intch-E.Portland Frwy.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-738

COUNTY NAME
Clackamas & Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO
Rubin
FOR
D/R Sign

DATE PS&E APPROVED
5-1-73

DATE AUTHORIZATION EFFECTIVE
10-11-76

FEDERAL ROUTE NUMBER
Interstate 5

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:
I-5 0.20 miles north of Jct. I-205 North 3.74 miles

GENERAL DESCRIPTION OF WORK:
Furnish and install bike path and roadway signs and posts - Durham and Carmon Drive Interchanges.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-12-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 11 in the amount of $2,507 - Federal Funds $2,310.

DATE
10-27-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-996

7937

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 20,1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Re: Donald M. Drake
Contracts: 7866, 7741, 7937, 8338

We received your safekeeping receipt 208017, covering certificate #265368, $201,000. This replaces matured certificate #265053, $622,000.

This transaction results in a $21,000 decrease on contract 7866, a $395,000 decrease on contract 7937, a $5,000 decrease on contract 7741, and no change on contract 8338.

The safekeeping receipt for the matured certificate is enclosed.

Vernon E. Skoog
Controller

By ____________________
Janice H. Peterson
Contract Payments Executive

Enclosure

cc: Donald M. Drake

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

US BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

October 11, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #208017 covering $201,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $185,000.00 on Contract #7937, $16,000.00 on Contract 8338.

This C/D partially renews Safekeeping Receipt #207762 in the amount of $622,000.00 which matured on 10/11/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea

Enc

cc: Donald M. Drake Company
Attn: Donald Kane

RECEIVED

[illegible]

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208017

DATE 10/11/76

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of •
Donald M. Drake Company
1740 S.W. Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$201,000.00	U.S. Bank Savings Certificate Non-Negotiable C/D 5% Dated 10/11/76 Due 11/11/76 Interest At Maturity Cert # 00 265368 @ $201,000.00 N/O Donald M. Drake Co. & State of Oregon CUSIP "Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible]-2000 6/75 ENV. 31-329 HEAD OFFICE PORTLAND

7937

15

STATE OF OREGON 1859
ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

NOTED
E S HUNTER

October 18, 1976

Donald M. Drake Co.
1740 N.W. Flanders St.
Portland, OR 97209

Attn: Mr. Donald Kane
EEO Officer

Re: S. Tigard Intch.-E. Portland Freeway
FAP No. I-5-5(60)290
Contract No. 7937
Consolidated Compliance Review Findings

Gentlemen:

The Bureau of Labor and EEOC have now concluded their investigation of the discrimination complaints by Mr. Curtis Oliver on this project and have ruled in favor of Donald M. Drake for each complaint filed.

As a result of their findings and the results of OSHD compliance review that was conducted on October 16, 1975, you have been found in compliance with the EEO requirements of this contract.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Wid

J. L. Widmer
Assistant EEO Officer

JLW:mk

bc: FHWA/att. (3)
E. S. Hunter/att. ✓
E. L. Hardt/att.
M. Payne/att.
Jim Butler/att.

RECEIVED
STATE HWY ENGR
OCT 18'76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122

7937

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

September 30, 1976

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO G. L. Green, Division Administrator
Federal Highway Administration

RDChurch for

FROM C. T. Keasey
Construction Engineer

NOTED
E. S. HUNTER

SUBJECT Request Contract Acceptance
Federal Aid Project No. I-5-5 (60) 290

Contract 7937, Work Completed 9-21-76

Project S. Tigard Interchange-E. Portland Freeway

Highway Pacific

Count(y)(ies) Washington & Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 9-27-76

G. L. Green
Division Administrator

RDC: eb
cc: H. S. Coulter
C. T. Keasey
R. D. Church

#7737

1

**OREGON STATE
HIGHWAY DIVISION**

September 30, 1976
Tigard, Oregon

Carl H. Johnson
6155 S.W. Bonita Rd.
Lake Oswego, Ore. 97034

Curbs N.E. Corner
Bangy Lane-Bonita Rd.

Please accept our appologies for taking so long to answer your inquiry.

We have looked at the possibility of putting curb around the N.E. radius of the Bangy-Bonita Road Intersection, but can find no justification for doing so. The existing drainage ditch is adequate and does not present itself as a traffic hazard as did the opposite side of Bonita Rd. at the S.E. corner. Here traffic is beihg squeezed from two lanes into one and it was felt the existance of a curb would better define the edge of road.

The S.E. curb was an addition to the contract caused by the climbing lane which was added to Bonita Road Eastbound. The other two curbs are built as planned and are designed to keep pavement runoff from eroding fill areas as well as contain the walkways.

If you have any further questions do not hesitate to ask.

Sincerely,

Howard R. Harris
Resident Engineer

cc: Coulter
Hardt
Payne
file

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info Inves R/D D/N Sign Act File

E-123

#1937

7837

6155 S. W. Bonita Road
Lake Grove, Oregon 97034
20 July 1976

DESIGN ENGINEER
S. Tigard Intchge.—E. Portland Fwy. Intchge. Sec. I-5

State Highway Division
Dept. of Transportation
Salem, Oregon

Dear Sir:

Since the I-5 widen~~g~~ing project between Tualatin and Haynes Road is near completion, may I call an omission to your attention?

For the S. Tigard interchange at the corner of Bonita and Bangy Roads there are only 3 curbs installed—one on each corner except the N.E. corner.

If you do not plan to install one on the N.E. corner, please advize me why it is not necessary.

Very truly yours,

Carl H. Johnson
Carl H. Johnson

P.S. I agree wholeheartedly with the letter in this morning's Oregonian that this has been a well-planned and executed project. There are several men out of your project engineer's office inspecting on the job who should be commended for an excellent job.

9-29-76
Reg. I advised
this has been
taken care of.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 21 '76
REFER TO
FOR

7937

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 29, 1976

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contract 7937, 7741

Our contract 7741 with Donald M. Drake has been finaled. When certificate 265053 matures on October 11, 1976, the $5,000 presently deposited in lieu of retainage on this contract may be released.

Our retainage requirements on our Contract 7937 with Drake have been reduced to $250,000. Since the contractor wishes to keep $65, 000 in bonds in lieu of retainage on this Contract, they may reduce the certificate amount from $580,000 (TCD 265053) to $185,000 on October 11, 1976.

Vernon E Skoog
Controller

by ______________________
Janice H. Peterson
Contract Payments Executive

cc: Donald M. Drake Co.

bc: C.W. Head
R Church
C. Barrett

NOTED
C. W. HEAD

7937

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 629

9-27-76

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

15

STATE HWY ENGR
NOV 2 '76
REFER TO Keasey
FOR &
Info | Inves | R/D | D/R | Sign | Act | File

CC:
OSHD (E S Hunter)

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 11	COUNTY Washington	DIVISION Cy Oregon

IN COMPANY WITH
A. C. Harwood, Const. Engr., M. Craft, Asst. Reg. Constr. Engr., M. Payne, Res. Engr., H. Harris, Res. Bridge Engr., OSHD

DATE OF INSPECTION 9-27-76	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. I-5-5(60)290

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 107 %	WORK COMPLETED 99 %

S. TIGARD-E. PORTLAND FREEWAY
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing & Illumination

NOTED
E. S. HUNTER

All contract work, except as noted below, was completed in reasonably close conformance with the contract plans and specifications on September 21, 1976 at a final estimated cost of $12,731,968.55 or approximately 4.3% below the original bid amount of $13,308,754.50. The estimated final cost of all work, including $289,091 for work completed under approved price agreements, $189,925 for work completed under approved force orders, $107,744 for work completed under approved State force orders and $425,000 for construction engineering, is $13,553,000 or approximately 12% below the total authorized amount of $15,336,511. A total of 814 CWD were used in completing the work as compared to the 760 CWD specified. A request for the additional 54 CWD is presently being processed by the State with approval expected.

At the time of this inspection some corrective work on the illumination high mast lowering devices remains to be done along with replacement of several lighting ballast. All materials other than the lowering devices and ballast which are being corrected were in reasonable close conformance with the specifications except for minor problems with the aggregate gradation of the CTB and compaction of the CTB and AC pavement. Liquidated damages in the amount of $1267.90 for low AC compaction, $690.49 for low CTB compaction, and $1721.72 for CTB aggregate which failed to meet the gradation specifications have been assessed in accordance with approved standard procedures.

In an effort to conserve natural resources, some minor experimental type work consisting of re-cycling approximately 8,000 tons of asphaltic concrete pavement used in the stage construction widening, detours and ramps was approved under Extra Work Order No. 25, in the estimated amount of $74,000. The reclaimed asphalt mix was crushed or otherwise broken down on the grade and emulsified asphalt added.

- more -

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

The mix was then compacted and used in lieu of the planned CTB at designated locations on the cross roads and frontage roads. The final cost of recycling this material is estimated at $44,500 or approximately $5.60 per ton as compared to the bid price of $6.75 per ton for Class "B" AC base. A comprehensive report covering the methods and procedures used and results obtained is presently being prepared by the resident engineer and should be available in the near future.

Acceptance of the contract work is recommended.

15

U. S. DEPARTMENT F TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

9-17-76

7937 **LETTER OF APPROV AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.
-5-5(60)290

ATE PROJECT NO.
South Tigard Intch.-East Pd Freeway

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-738

COUNTY NAME
Clackamas & Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Ad	File

DATE PS&E APPROVED
5-1-73

DATE AUTHORIZATION EFFECTIVE
8-24-76

FEDERAL ROUTE NUMBER
Interstate Route 5

STATE ROUTE NUMBER
Primary Route 1

GENERAL LOCATION:
I-5 0.20 miles north of Jct. I-205 N. 3.74 miles

GENERAL DESCRIPTION OF WORK:
Furnish and install temporary sign riders and remove after Kruse Way Project is complete.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-24-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 10 in the amount of $1,550 - Federal Funds $1,430.

DATE
9-17-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

5

SP*72830-734

7937

1

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 14, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts: 7741,7866,7937,8338

We received your safekeeping receipt 207762 covering certificate of deposit 265053, $622,000. This replaces matured certificate 259380, $615,000. We have credited Donald Drake with and additional $4,000 on contract 7937 and an additional $3,000 on contract 8338.

Vernon E. Skoog
Controller

by

Janice H Peterson
Contract Payments Executive

cc: Donald M Drake

bc: C.W. Head ✓
R. Church
C. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7937

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 10, 1976

U. S. National Bank
P.O. Box 4412
Portland, OR 97208

Attn: Ella Anderson

Re: Donald M. Drake
Contracts : 7741, 7866, 7937, & 8338

We received your safekeeping receipt 207536, covering TCD 259380, $615,000; a replacement for matured TCD 259380, $610,000. All deposits in lieu of retainage on the above contracts remain the same except 8338. Deposits in lieu of retainage now total $13,000 for this contract.

Vernon E. Skoog
Controller

by
Janice Peterson
Contract Payments Executive

cc: Donald M. Drake

bc: C. W. Head
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207533

DATE August 9, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$615,000.00

U. S. Bank Savings Certificate Nonnegotiable C/D 5.00% Ea

Dated 8/9/76 Due 9/9/76

Interest at Maturity

CUSIP

Cert #00 259380 @ 615M; N/O Donald M. Drake Co. & State of Oregon
"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-8400 4/75 REV. 31-323 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

August 9, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207536 covering $615,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $5,000.00 on Contract #7741, $21,000.00 on Contract #7866, $576,000.00 on Contract #7937, $13,000.00 on Contract #8338.

This C/D replaces Safekeeping Receipt #207300 in the amount of $610,000.00 which matured on 8/9/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Donald M. Drake Company
 Attn: Donald Kane

7937

1-5

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

July 20, 1976

Highway Division
Design Section
Highway Building
Salem, OR 97310

Attn: Don Trout

_____Versteeg_____
_____Olson_____
_____Christensen_____
_____Scott_____
_____Swenson_____
_____Savage_____
_____Trout_____

RECEIVED
JUL 23 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To_____
Bring Up___/___/___
Other_____

Gentlemen:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Permit No. RP 1097 (OSHD 67)
Expiration date 10-1-76
Please return by 8-15-76
Fee $50.00

_____ Please renew this permit. There is no change in plan from last year.

_____ Please renew this permit. Attached are revised application and drawing.

_____ I do not wish to renew this permit.

original to State Lands 7-27-76 Jh

7937

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 12, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

RE: Donald M. Drake, Contracts 7741, 7937 & 8338
Gordon H. Ball, Contract 7866

Attention: Ella Anderson

We confirm receipt of safekeeping receipt #207300, covering certificate of deposit 251177, $610,000. This replaces matured certificate 250906, $660,000.

Securities deposited in lieu of retainage by Donald M. Drake are affected as follows:

Contract	Matured Deposit	Current Deposit	Net Change
7741	$ 5,000.00	$ 5,000.00	0
7866	31,000.00	21,000.00	($10,000.00)
7937	624,000.00	576,000.00	(48,000.00)
8338	----	8,000.00	8,000.00
	$660,000.00	$610,000.00	($50,000.00)

The safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Donald M. Drake
bc: C.W. Head
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

July 9, 1976

Oregon State Highway Division
Highways Building
S alem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207300 covering $610,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $5,000.00 on Contract #7741, $21,000.00 on Contract #7866, $576,000.00 on Contract #7937, $8,000.00 on Contract #8338.

This C/D replaces Safekeeping Receipt #206954 in the amount of $660,000.00 which matured on 7/8/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

RECEIVED
JUL 12 1976
CONTRACT ACCOUNTING

JVS:ea
Enc

cc: Donald M. Drake Company
    Attn: Donald Kane

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207300

DATE July 8, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Donald H. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$610,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D 5.375% Dated 7/8/76 Due 8/9/76 Interest at Maturity Cert #00 251177 @ 610M: N/O Donald H Drake Co. & State of Oregon "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division." CUSIP

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

RECEIVED
JUL 12 1976
CONTRACT ACCOUNTING

10-2609 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

7937

15

CW Head

June 9, 1976

Oregon State Treasurer
Rm. 103, Capitol Bldg.
Salem, Oregon 97310

Attention: Merle Crowe

Re: Donald M. Drake
Contracts 7866 & 7937

Please release the following municipal bonds to the Donald M. Drake Co.

Contract 7866			
Safekeeping Rect.	2026	Baker (624 640-45)	$7,000.00
Contract 7937			
Safekeeping Rect.	2025	Baker (646-57)	$12,000.00
	1465	Damascus WD(99-110)	12,000.00
	1466	Stayton(101-111)	11,000.00
	1550	Wash. Co. SD 15	30,000.00

V.E. Skoog
Controller

By ____________________
Janice Peterson
Contract Payments Executive

NOTED
C.W. HEAD

RECEIVED
JUN 9 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JP/jm

cc: Donald M. Drake Co.
Gordon H. Ball

7937

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 8, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts 7741, 7866 & 7937

We confirm receipt of your safekeeping receipt 206954, covering TCD 250906, $660,000. This replaces matured TCD 206734, $495,000. This transaction affects the following highway contracts as follows:

Contract	Prior Deposit	Current Deposit	Net Change
7741	$ 5,000	$ 5,000	------
7866	14,000	31,000	$ 17,000
7937	476,000	624,000	148,000
Total	$495,000	$660,000	$165,000

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Donald M. Drake
Gordon J. Ball

bc: C.W. Head ✓
B. Church
C. Barrett

NOTED
C. W. HEAD

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

June 4, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206954 covering $660,000.00 USNB of Oregon Savings Certificate Nonnegotiable C/D i n n/o Donald M Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $624,000.00 on Contract#7937, $31,000.00 on Contract #7866, $5,000.00 on Contract #7741.

This C/D renews Safekeeping Receipt #206734 in the amount of $495,000.00 which matured on 6/4/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

cc: Donald M Drake Company
Attn: Donald Kane

RECEIVED
JUN - 7 1976
HIGHWAY ACCOUNTING

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

99

RECEIPT NO. 206954

DATE 6/4/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$660,000.00

U.S. Bank Savings Certificate Nonnegotiable C/D 5.375%
Dated 6/4/76 Due 7/8/76
Interest At Maturity
Cert # 00 250906 @ $660M: N/O Donald M. Drake Co. &State of Oregon (7866, 7741, 7937)Contract #'s
"Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

D. Johnson

NOT NEGOTIABLE

10-3499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

7937

I-5

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
~~May 21, 1976~~
6-3-76

FILE:

Ronald W. Failmezger

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

TO: HAL VERSTEEG
Design Engineer

SUBJECT: STRIPING RAMP TERMINALS
On South Tigard Interchange-
East Portland Freeway Section
Hwy. No. 1
I-5

We have become aware of a difficulty in striping the ramp terminals with the current design standards. The ramp terminal design for the diamond interchanges are offset so that when striping the off-ramp portion of the terminal the left portion of a two lane ramp is too far to the left. This means that the left lane when making a left turn is directed through the left turn striping on the overpassing roadway. This is shown on the attached diagram number one. ~~On~~ the preferable way of striping this is shown on diagram two. An alternate striping is shown on diagram three and a proposal for change in design is shown on diagram four.

The current design standard can cause some real problems at such time as the terminals reach traffic signal warrants. It will be very difficult to properly store and move traffic on the signal phases with the present design. I bring this to your attention for future design considerations.

RWF/ggw

cc Edward L. Hardt
Bud Knigge

Attachment

?

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 0 2 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

6/3/76

He ~~right~~ — see attached striping plan, Off ramps should be farther from ctr. than on ramps to compensate for problem. Dwf

Future plans will do this: Current plans will require (when signalized) stop bar to be held back and on-ramp moved in if finding it is a problem.

Diagram 1

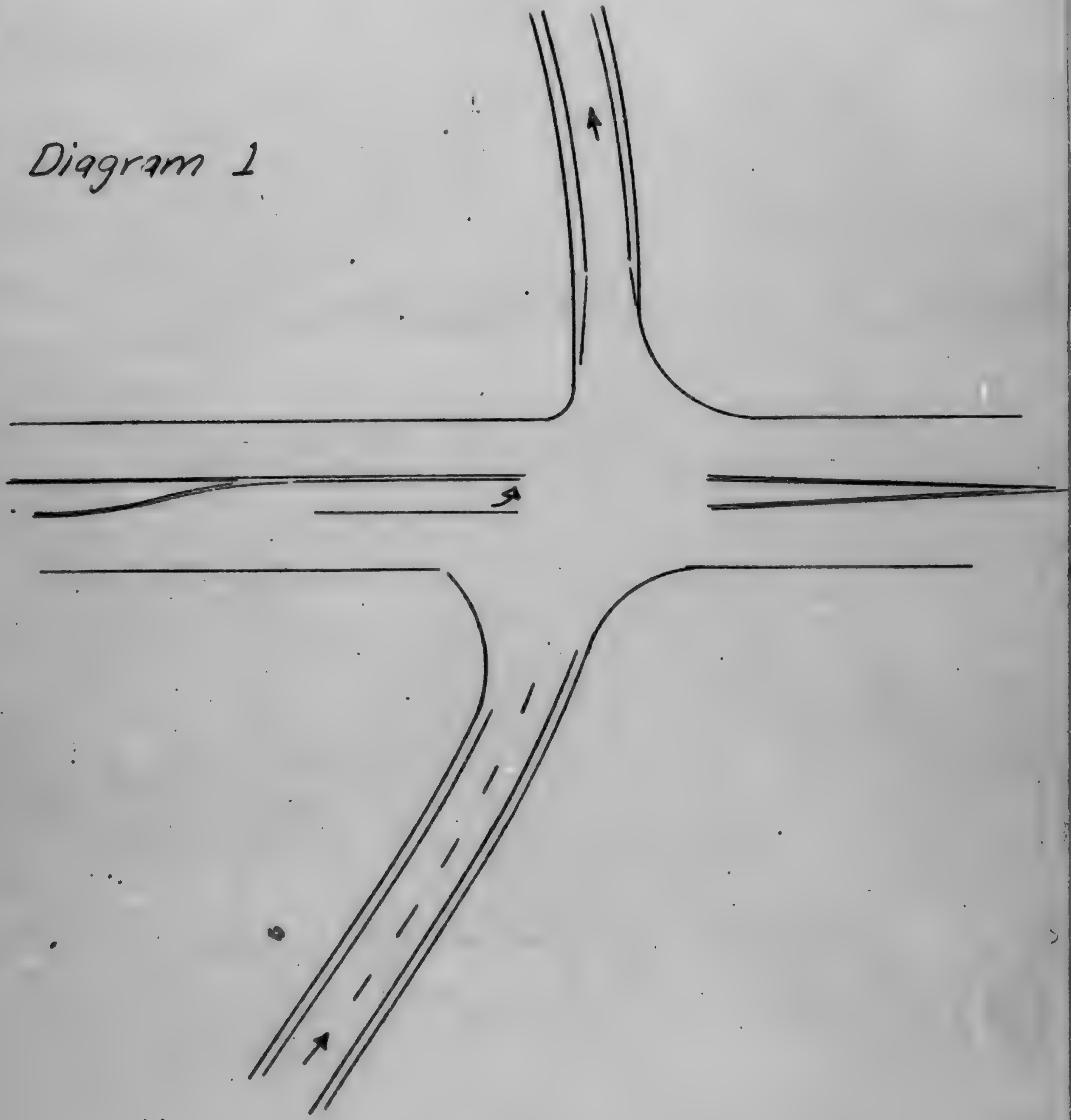


Diagram 2

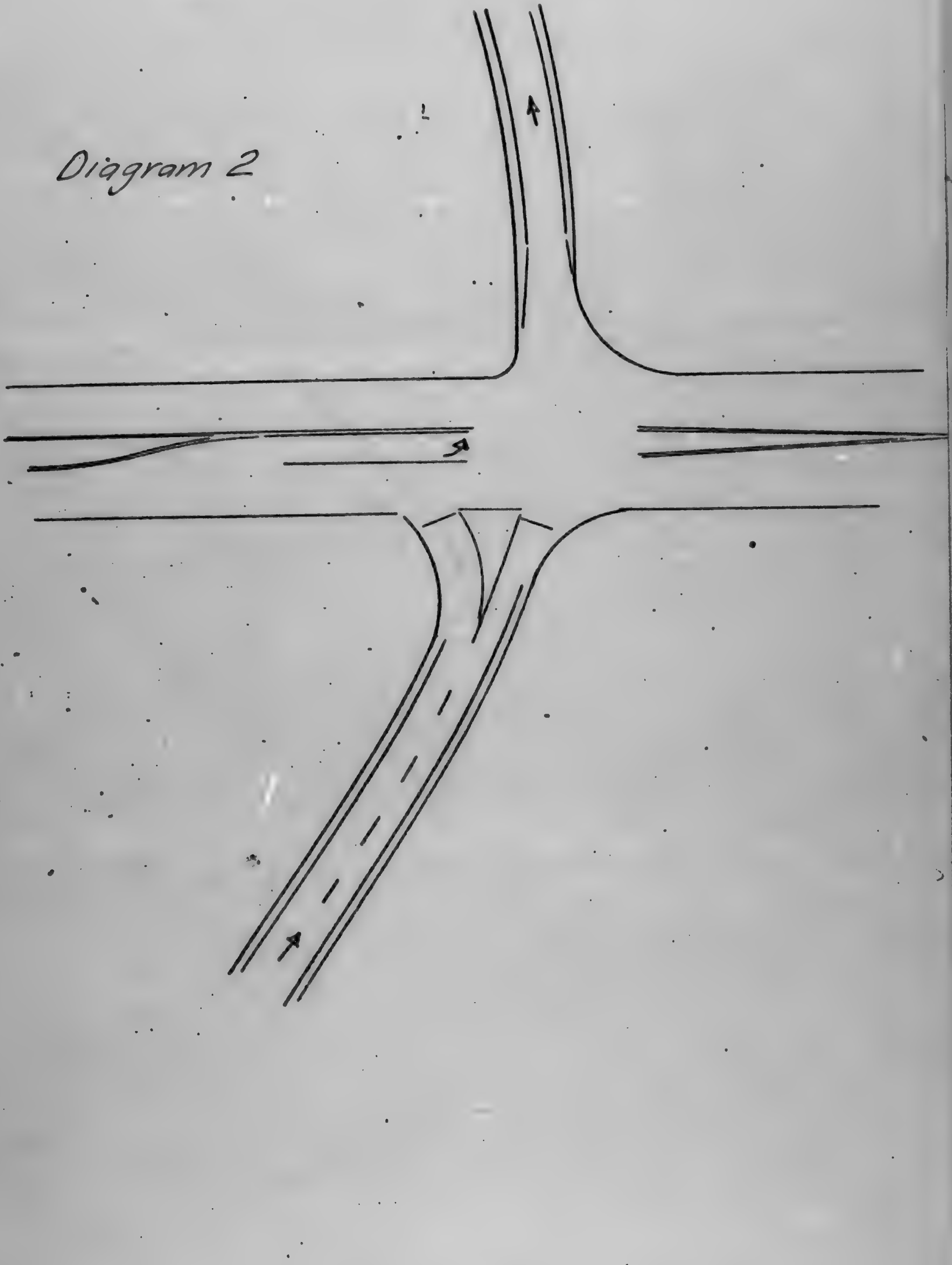


Diagram 3

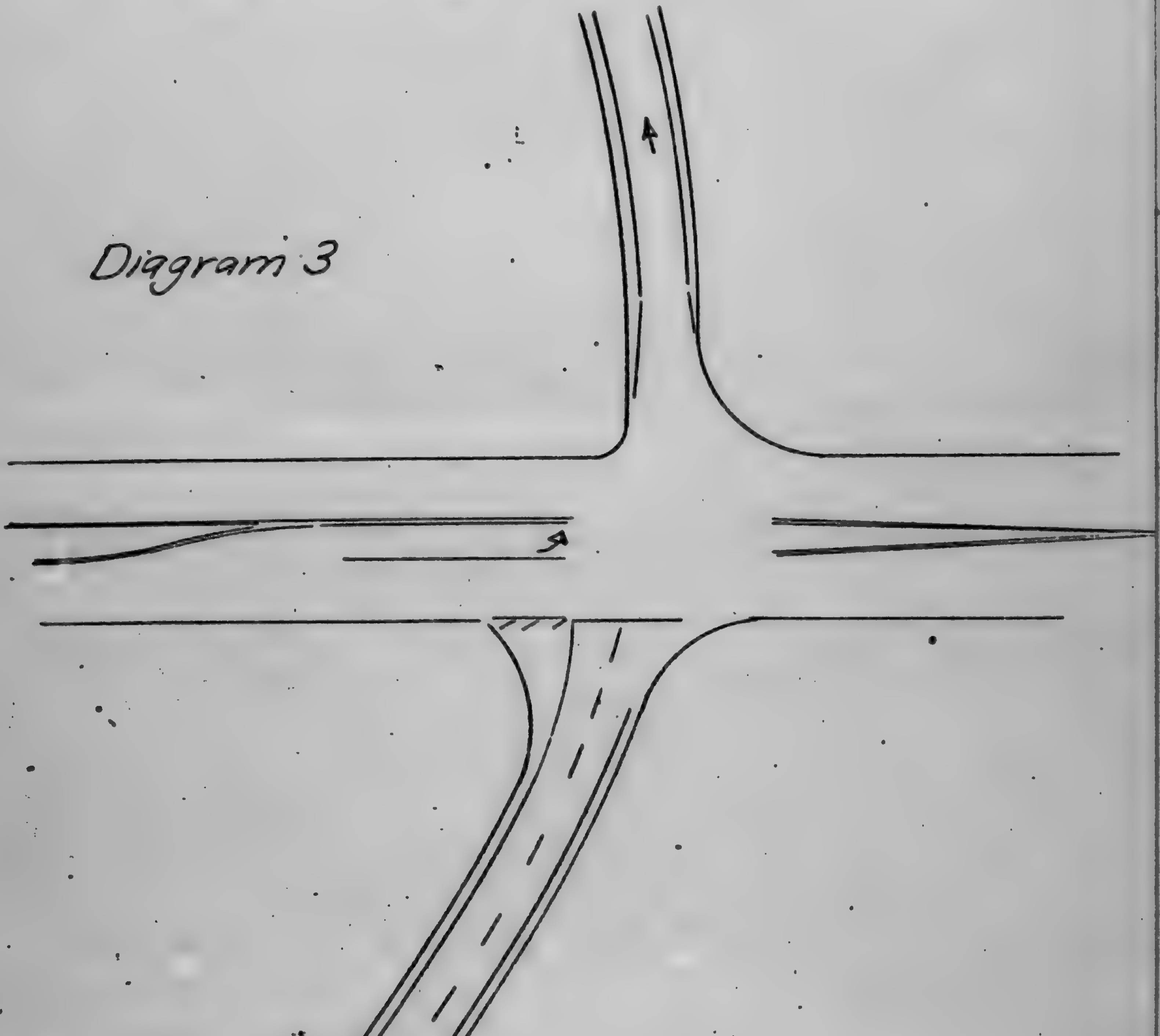
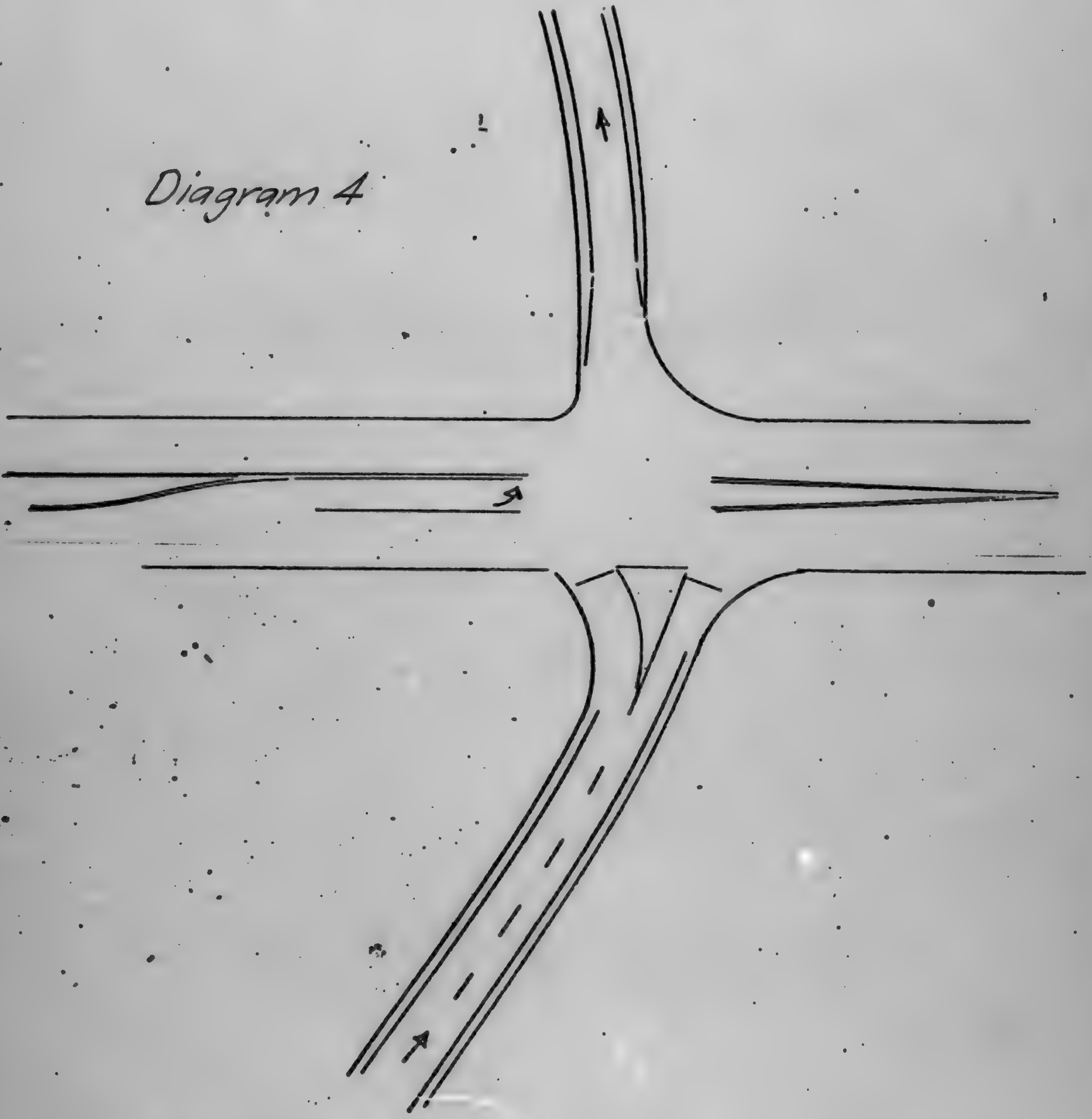
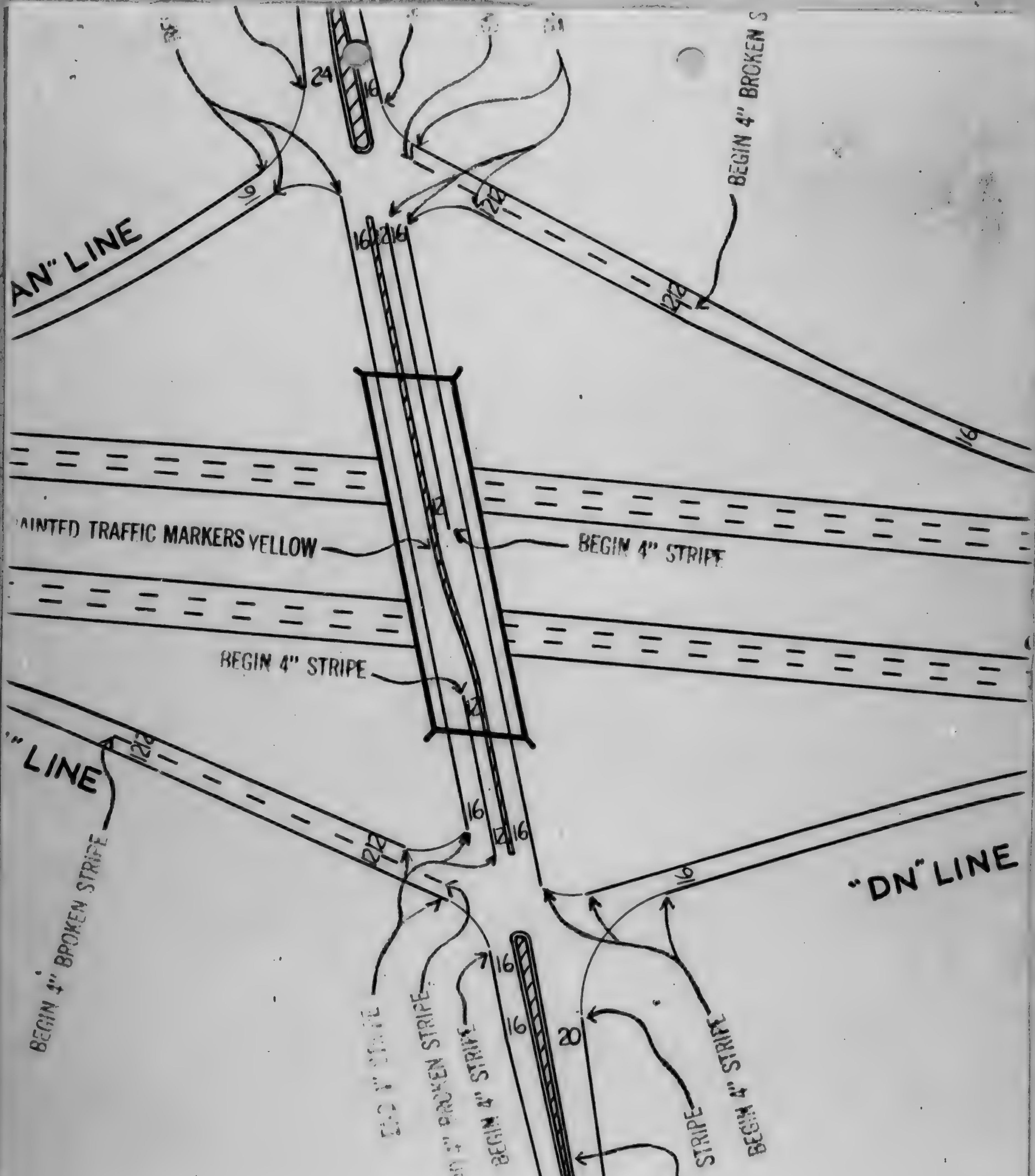
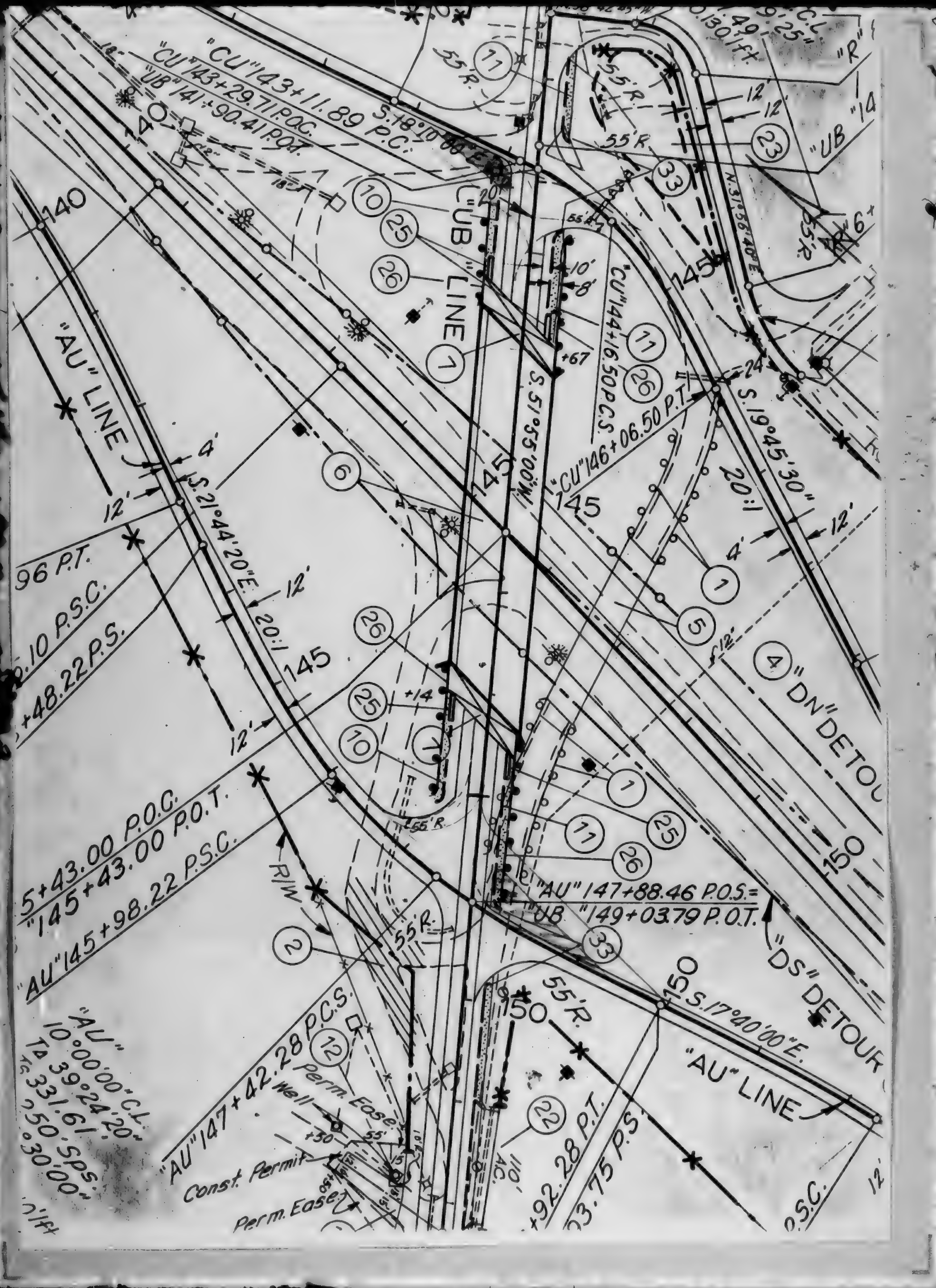


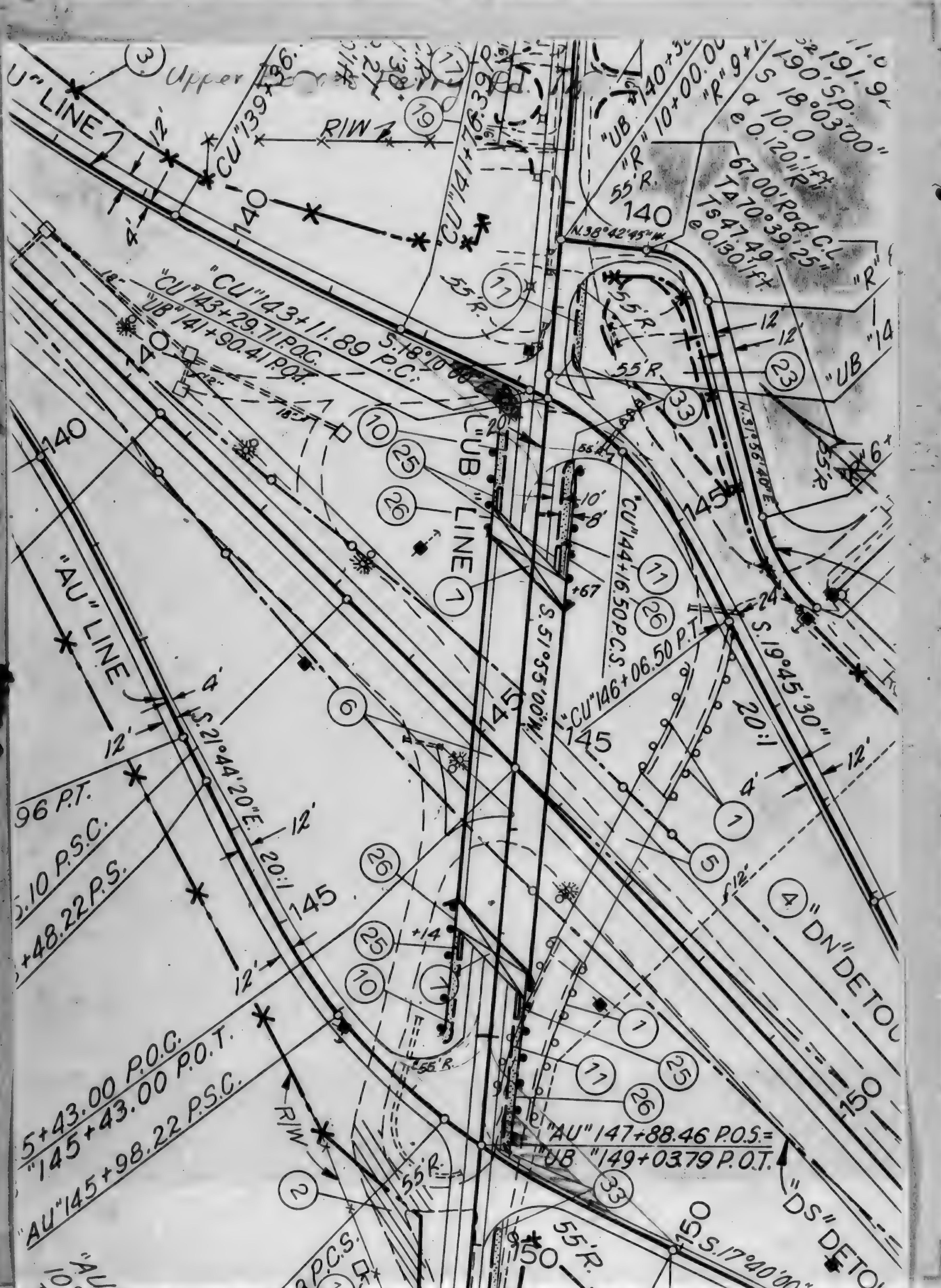
Diagram 4



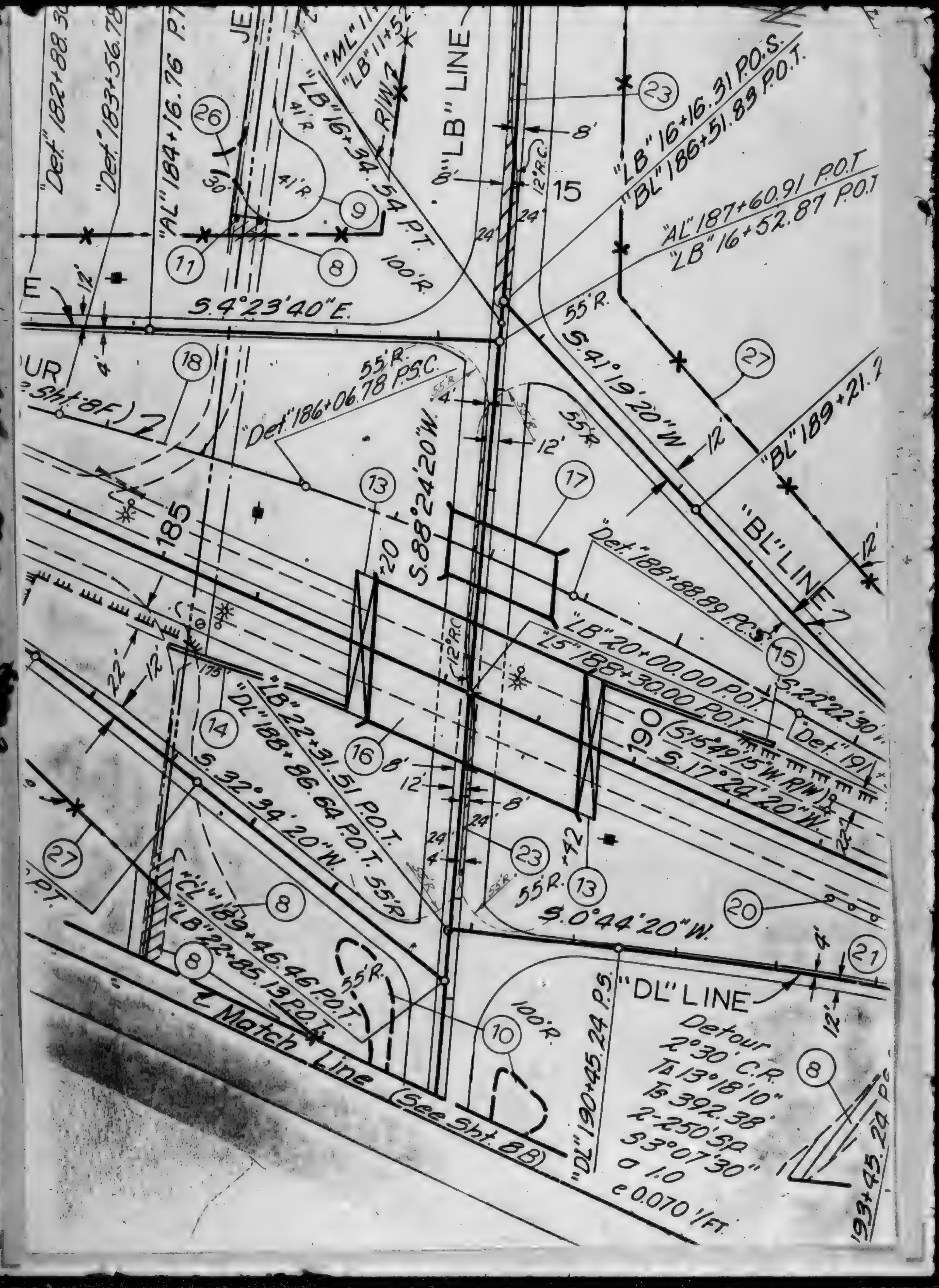

BEGIN 4" BROKEN S
"AN" LINE
24
16
16
16 12 16
12 12
16
AINTED TRAFFIC MARKERS YELLOW
12
BEGIN 4" STRIPE
BEGIN 4" STRIPE
12
"LINE
12 12
BEGIN 4" BROKEN STRIPE
12 12
16
12 16
"DN" LINE
16
END 4" STRIPE
END 4" BROKEN STRIPE
BEGIN 4" STRIPE
16
16
20
END 4" STRIPE
BEGIN 4" STRIPE
RS YELLOW
16 20



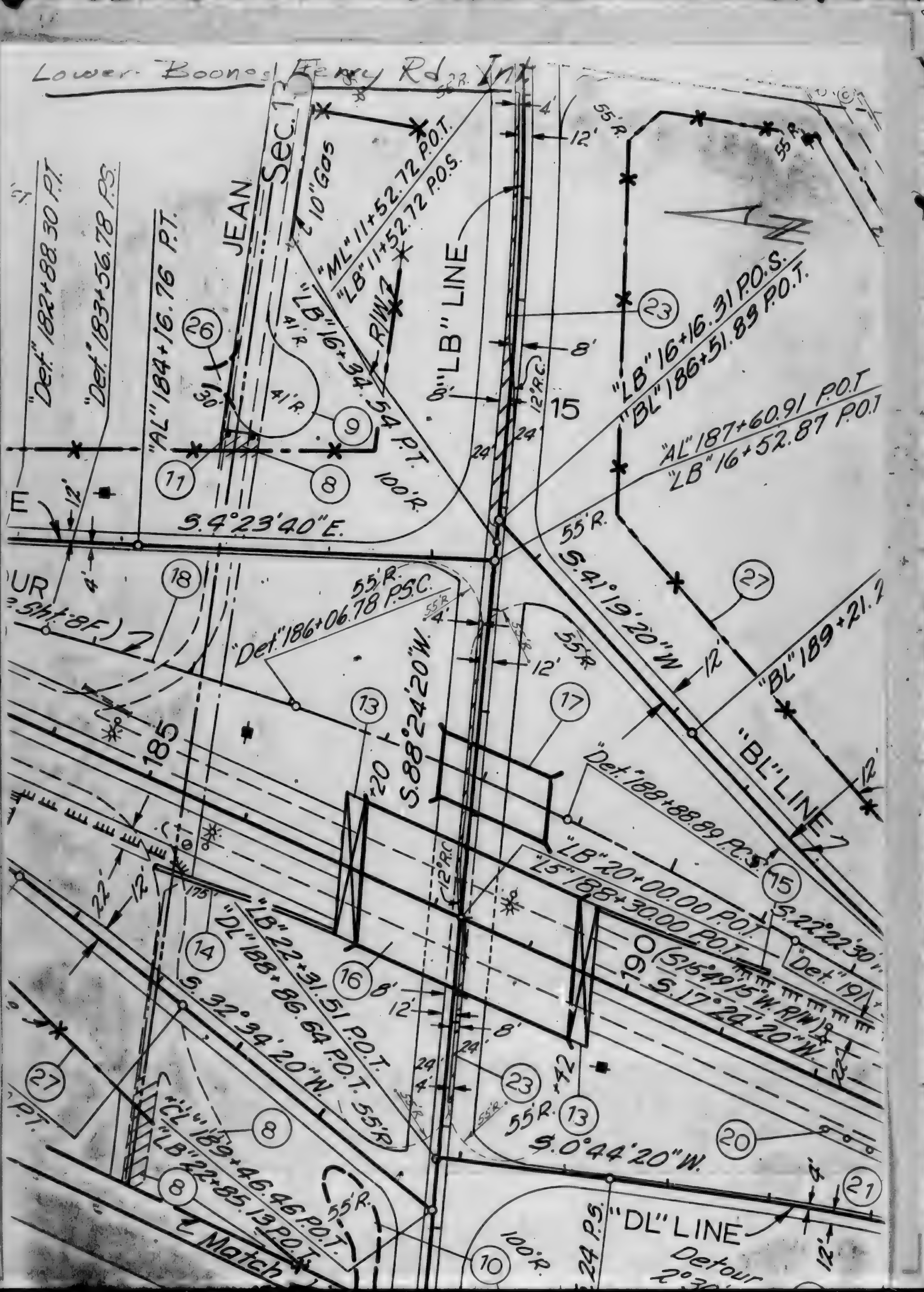
"CU" 143+11.89 P.C.
"CU" 143+29.71 P.O.C.
"UB" 141+90.41 P.O.T.
S.18°10'00"E.
"CUB" LINE
S.51°55'00"W.
N.51°55'00"W.
"CU" 144+16.50 P.C.S.
"CU" 146+06.50 P.T.
S.19°45'30"
N.31°56'40"E.
"R"
"UB" "14
"AU" LINE
S.21°44'20"E.
20:1
96 P.T.
.10 P.S.C.
+48.22 P.S.
5+43.00 P.O.C.
"145+43.00 P.O.T.
"AU" 145+98.22 P.S.C.
"AU" 147+88.46 P.O.S.=
"UB" "149+03.79 P.O.T.
"DN" DETOUR
"DS" DETOUR
S.17°40'00"E.
"AU" LINE
"AU"
10°00'00" C.L.
Δ 39°24'20"
331.61
.50' S.P.S.
30'00"
"AU" 147+42.28 P.C.S.
Perm. Ease.
Well
Const. Permit
Perm. Ease.
+50
+92.28 P.T.
03.75 P.S.
P.S.C.
R/W
55'R.
12'
4'
10'
8'
20"
+67
+14
140
145
150

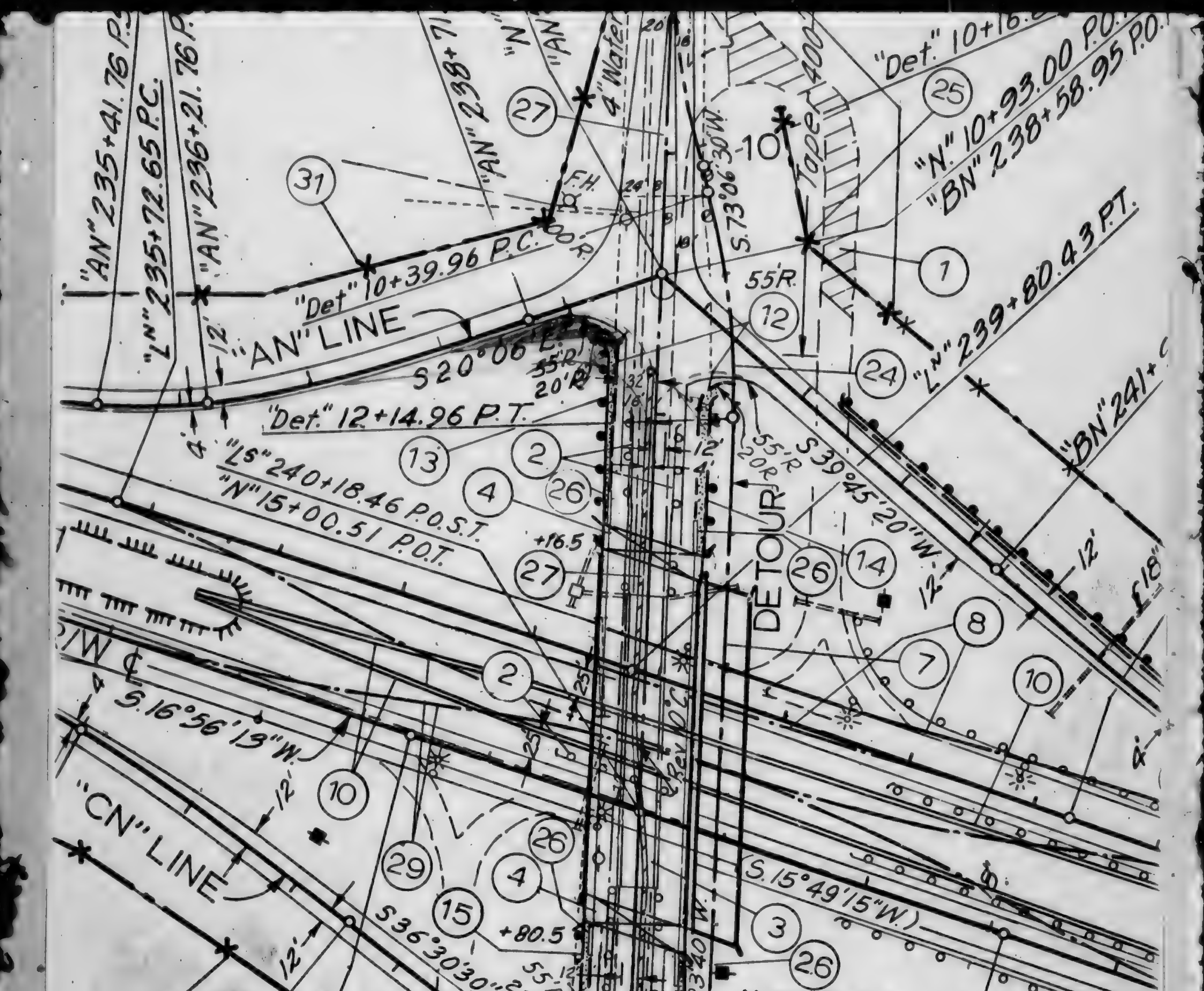


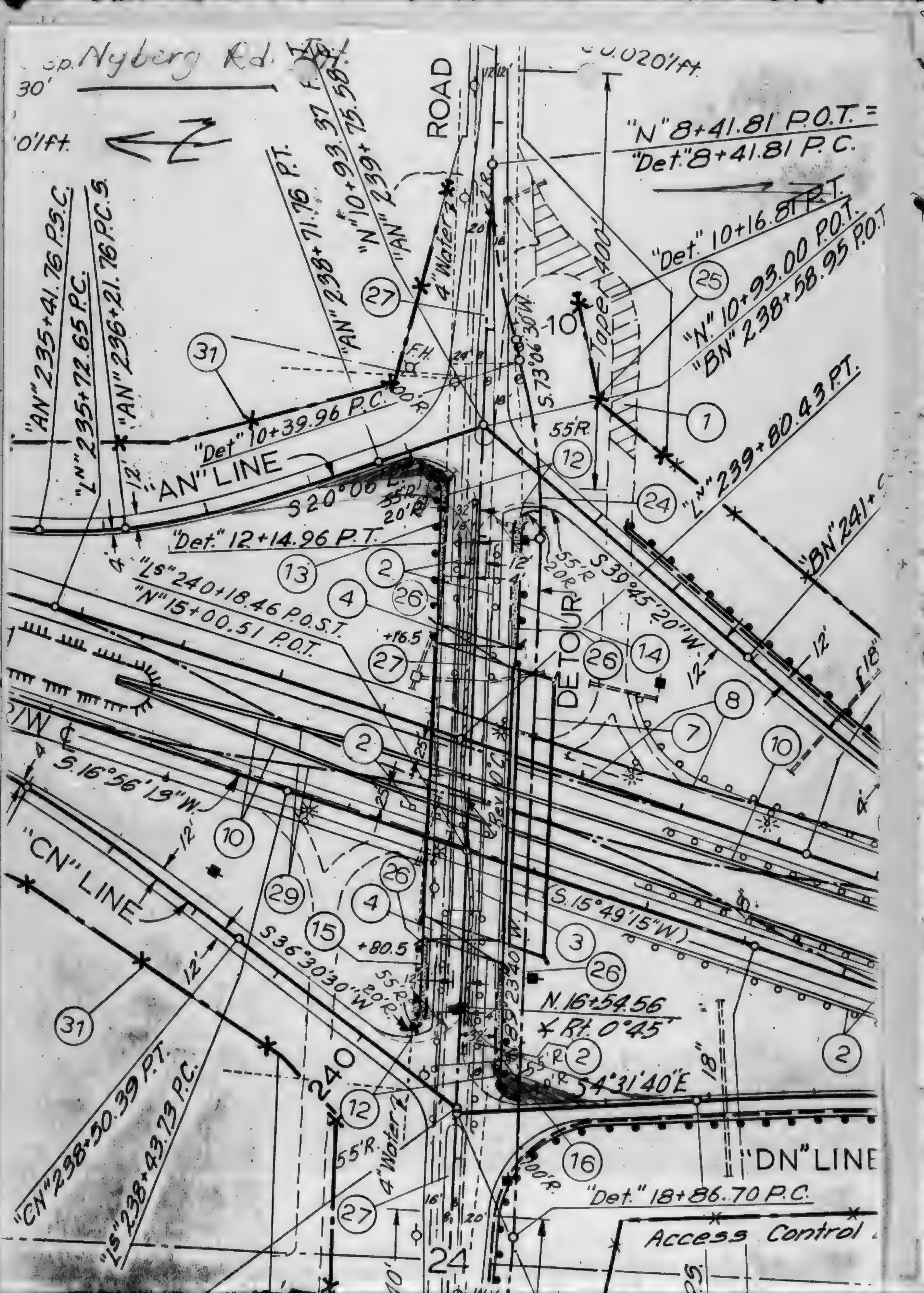
"U" LINE
③ Upper Ferry Rd.
"CU"139+36.
R/W
"CU"141+76.39 P.
"UB"140+30
"R"10+00.00
"R"9+1
190' S.P.
S 18°03'00"
a 10.0
e 0.120'/ft.
"R"
67.00' Rad. C.L.
T 470°39'25"
Ts 47.49
e 0.130'/ft.
N.38°42'45"W.
140
55'R.
12'
4'
"CU"143+11.89 P.C.
"CU"143+29.71 P.O.C.
"UB"141+90.41 P.O.T.
S.18°10'00"E.
18"
12"
"CUB" LINE
"CU"144+16.50 P.C.S.
"CU"146+06.50 P.T.
S.51°55'00"W.
N.31°36'40"E.
S.19°45'30"
"UB"14
"R"
6+
10'
8'
+67
24
20:1
145
150
"AU" LINE
S.21°44'20"E.
96 P.T.
5.10 P.S.C.
+48.22 P.S.
5+43.00 P.O.C.
"145+43.00 P.O.T.
"AU"145+98.22 P.S.C.
"AU"147+88.46 P.O.S.=
"UB" 149+03.79 P.O.T.
"DN" DETOU
"DS" DETOU
S.17°40'00"
+14
P.C.S.
"AU
10.
① ② ④ ⑤ ⑥ ⑦ ⑩ ⑪ ⑲ ㉓ ㉕ ㉖ ㉝


"Def" 182+88.30
"Def" 183+56.78
JE
"ML" 11
"LB" 11+52
R/W
"LB" 16+34.54 P.T.
"LB" LINE
"AL" 184+16.76 P.T.
26
30'
41'R.
41'R.
9
11
8
100'R.
23
8'
12'R.C.
15
24'
24'
"LB" 16+16.31 P.O.S.
"BL" 186+51.83 P.O.T.
"AL" 187+60.91 P.O.T.
"LB" 16+52.87 P.O.T.
E
12'
4'
S.4°23'40"E.
55'R.
S.41°19'20"W.
27
12'
"BL" 189+21.
"BL" LINE
12'
OUR
Sht. 8F)
18
55'R.
"Det." 186+06.78 P.S.C.
4'
55'R.
55'R.
12'
S.88°24'20"W.
13
17
185
20
"Det." 188+88.89 P.C.S.
"LB" 20+00.00 P.O.T.
"LS" 188+30.00 P.O.T.
15
S.22°22'30"
"Det." 191
12'R.C.
175'
22'
12'
14
"LB" 22+31.51 P.O.T.
"DL" 188+86.64 P.O.T.
16
8'
12'
8'
190
(S.15°49'15"W. R/W)
S.17°24'20"W.
24'
24'
4'
23
+42
13
55'R.
55'R.
S.32°34'20"W.
55'R.
27
P.T.
8
"CL" 189+46.46 P.O.T.
"LB" 22+85.13 P.O.T.
8
55'R.
S.0°44'20"W.
20
21
4'
12'
"DL" LINE
10
100'R.
"DL" 190+45.24 P.S.
℄ Match Line (See Sht. 8B)
Detour
2°30' C.R.
Δ 13°18'10"
T= 392.38
R=250' Sp.
S 3°07'30"
σ 1.0
e 0.070'/FT.
8
193+45.24 P.C.

Lower Boones Ferry Rd Int


JEAN
Sec. 12
10" Gas
"ML" 11+52.72 P.O.T.
"LB" 11+52.72 P.O.S.
R/W
"LB" 16+34.54 P.T.
41'R.
41'R.
30'
"Det." 182+88.30 P.T.
"Det." 183+56.78 P.S.
"AL" 184+16.76 P.T.
26
9
11
8
100'R.
"LB" LINE
4'
12'
8'
8"
12"R.C.
15
24'
24'
23
"LB" 16+16.31 P.O.S.
"BL" 186+51.89 P.O.T.
"AL" 187+60.91 P.O.T
"LB" 16+52.87 P.O.T
55'R.
55'R.
E
12'
4'
S.4°23'40"E.
55'R.
S.41°19'20"W.
27
12'
"BL" 189+21.7
"BL" LINE
12'
UR
Sht. 8F)
18
55'R.
"Det." 186+06.78 P.S.C.
55'R.
4'
12'
55'R.
55'R.
13
17
185
+20
S.88°24'20"W.
"Det." 188+88.89 P.C.S.
"LB" 20+00.00 P.O.T.
"LS" 188+30.00 P.O.T.
15
S.22°22'30"
"Det." 191
22'
12'
175'
14
"LB" 22+31.51 P.O.T.
"DL" 188+86.64 P.O.T.
16
8'
12'
12"R.C.
190
(S.15°49'15"W. R/W)
S.17°24'20"W.
8'
24'
24'
4'
23
+42
13
55'R.
55'R.
S.32°34'20"W.
55'R.
27
P.T.
8
"CL" 189+46.46 P.O.T.
"LB" 22+85.13 P.O.T.
8
55'R.
℄ Match
10
100'R.
S.0°44'20"W.
20
21
4'
24 P.S.
"DL" LINE
Detour
2°30'
12'


"AN" 235+41.76 P.S.
"L" 235+72.65 P.C.
"AN" 236+21.76 P.T.
"AN" 238+71
"N"
"AN"
4" Water
27
31
F.H.
"Det" 10+39.96 P.C.
"AN" LINE
S 20°06' E
55'R.
20'R.
"Det." 12+14.96 P.T.
"Det." 10+16
25
"N" 10+93.00 P.O.
"BN" 238+58.95 P.O.
S. 73°06' 30" W.
10
Taper 400
1
55'R.
12
24
"L" 239+80.43 P.T.
"BN" 241+
"LS" 240+18.46 P.O.S.T.
"N" 15+00.51 P.O.T.
13
2
4
26
S 39°45' 20" W.
12'
55'R
20'R
DETOUR
+16.5
27
26
14
8
7
10
12'
18
R/W
S. 16°56' 13" W.
2
10
"CN" LINE
12'
29
26
4
15
+80.5
S 36°30' 30" W
55'R
20'R
3
26
(S. 15°49' 15" W.)
N 23°40' W.
N. 16+54.56
Rt. 0°45'
2
2
S 4°31' 40" E
18"
31
12'
"CN" 238+30.39 P.T.
"LS" 238+43.73 P.C.
240
12
55'R.
4" Water
27
16
200'R.
"DN" LINE
"Det." 18+86.70 P.C.
Access Control
24
W.V.
24
20
Taper 240'
55'R.
2
"N" 17+51.79 P.O.T.
"CN" 241+18.42 P.O.T.
9+66.70 P.T.
"LS"
20" W.
80'
242+88.84 P.S.
34 P.T. Bk. =
47 P.O.T. Ah.


Nyberg Rd. Int.
30'
0'/ft.
0.020'/ft.
ROAD
"N" 8+41.81 P.O.T. =
"Det." 8+41.81 P.C.
"Det." 10+16.81 P.T.
"N" 10+93.00 P.O.T.
"BN" 238+58.95 P.O.T.
"L" 239+80.43 P.T.
"BN" 241+
"AN" 235+41.76 P.S.C.
"L" 235+72.65 P.C.
"AN" 236+21.76 P.C.S.
"AN" 238+71.76 P.T.
"N" 10+93.37 P.
"AN" 239+75.58
4" Water
F.H.
Tape 400'
S.73°06'30"W.
-10
55'R.
"Det" 10+39.96 P.C.
"AN" LINE
S 20°06'
"Det." 12+14.96 P.T.
"LS" 240+18.46 P.O.S.T.
"N" 15+00.51 P.O.T.
S 39°45'20"W.
DETOUR
+16.5
R/W ℄
S.16°56'13"W.
"CN" LINE
S 36°30'30"W
S.15°49'15"W.
+80.5
N. 16+54.56
Rt. 0°45'
S 4°31'40"E
"DN" LINE
"Det." 18+86.70 P.C.
Access Control
"CN" 238+30.39 P.T.
"LS" 238+43.73 P.C.
240
24
4" Water
200'R.
55'R.
20'R.
12'
18"
1
2
3
4
7
8
10
12
13
14
15
16
24
25
26
27
29
31

7937

File CON 7937

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 27, 1976

NOTED
E. S. HUNTER

Commander
U. S. Coast Guard
13th Coast Guard District
Aids to Navigation Branch
Federal Bldg.
915 Second Ave.
Seattle, WA 98174

Dear Sir:

Falsework Status Report

Enclosed is one copy of the falsework status report for the following structure:

Tualatin River Bridge near West Linn, Contract 7937

The structure is complete except for minor surface finishing and clean-up of the area. This will be the final report.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encl.

cc E. S. Hunter
C. T. Keasey
Attention A. C. Harwood

RECEIVED
STATE HWY ENGR
MAY 28 '76
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7937

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 10, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attn: Ella Anderson

Re: Donald M. Drake
Contracts 7741, 7866 & 7937

We received your safekeeping receipt #206734, covering TCD #249833, $495,000. This certificate replaces matured TCD 249563, $455,000.

This transaction affects securities in lieu of retainage as follows:

Contract	Current Deposit	Matured Deposit	Net Change
7741	$ 5,000	$ 5,000	-------
7866	14,000	14,000	-------
7937	476,000	436,000	$ 40,000
Total	$495,000	$455,000	$ 40,000

A copy of the safekeeping receipt for the matured security is enclosed.

V.E. Skoog
Controller

By ________________________
Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP/jm

cc: Donald M. Drake Co.
Attn: Donald Kane

bc: C.W. Head ← R. Church
J. Bond C. Barrett

7937

1b

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 5, 1976

FILE: CON 5 #7937

NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: CRPCC Pavement
Terminal Treatment
S. Tigard Int.-E. Portland Fwy. Int.
Pacific Highway I-5
Contract No. 7937

Attached for your information is a report and sketch map from Maury Payne on the revised treatment of two of the CRPCC pavement terminals on the subject project.

The revision consists of eliminating the two planned pavement anchors and installing only the sleeper slabs and I-beam expansion joints.

The work had apparently progressed to the point where we were able to make only two such installations on this project, those being at each end of the Lower Boones Ferry Interchange in the northbound lanes. This should give us a good comparison with the current standard terminal system installed in the southbound lanes which uses both the expansion system and the two anchors.

This will also give us a comparison with the similar installations at Wolf Creek in the eastbound lanes of the Ladd Canyon-North Powder Section of I-80N.

CTK:fr

Att.

cc: E. S. Hunter
J. H. Versteeg
Gordon Beecroft
Ed Hardt

RECEIVED
MAY 5 1976
Office of
Assistant State Highway Engineer

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

12949 S. W. Pacific Highway
Tigard, Oregon 97223

Routing
1 Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
MAY 5 1976
CONSTRUCTION SECTION

DATE April 29, 1976

TO Mr. C. T. Keasey
Construction Engineer

FROM Maurice D. Payne
Maurice D. Payne
Resident Engineer

SUBJECT

S. Tigard Int. - E. Portland Fwy. Int.
Pacific Highway (I-5)
Washington & Clackamas Counties
Contract No. 7937 Prefix No. 634-1061

Continuously Reinforced Concrete
Pavement Terminal Treatment

Per your request a reduced plan sheet showing the location of the Sleeper Slabs and I Beam expansion system for the C.R.C.P.

The beams are situated in the northbound lanes each side of the Lower Boones Ferry Rd. Interchange Structure.

The other terminal systems, on this project, consist of two (2) Terminal Anchors, plus the Sleeper Slab with I Beam, as per std. drawing #2070A (Rev. 1-1-75).

Reference nails with punch marks have been inserted in the C.R.C.P. along with punch marks in the I Beam for measuring purposes.

Bill Geibel, D.E., will monitor the movement at various times and temperatures and report at a later date.

MDP/pl

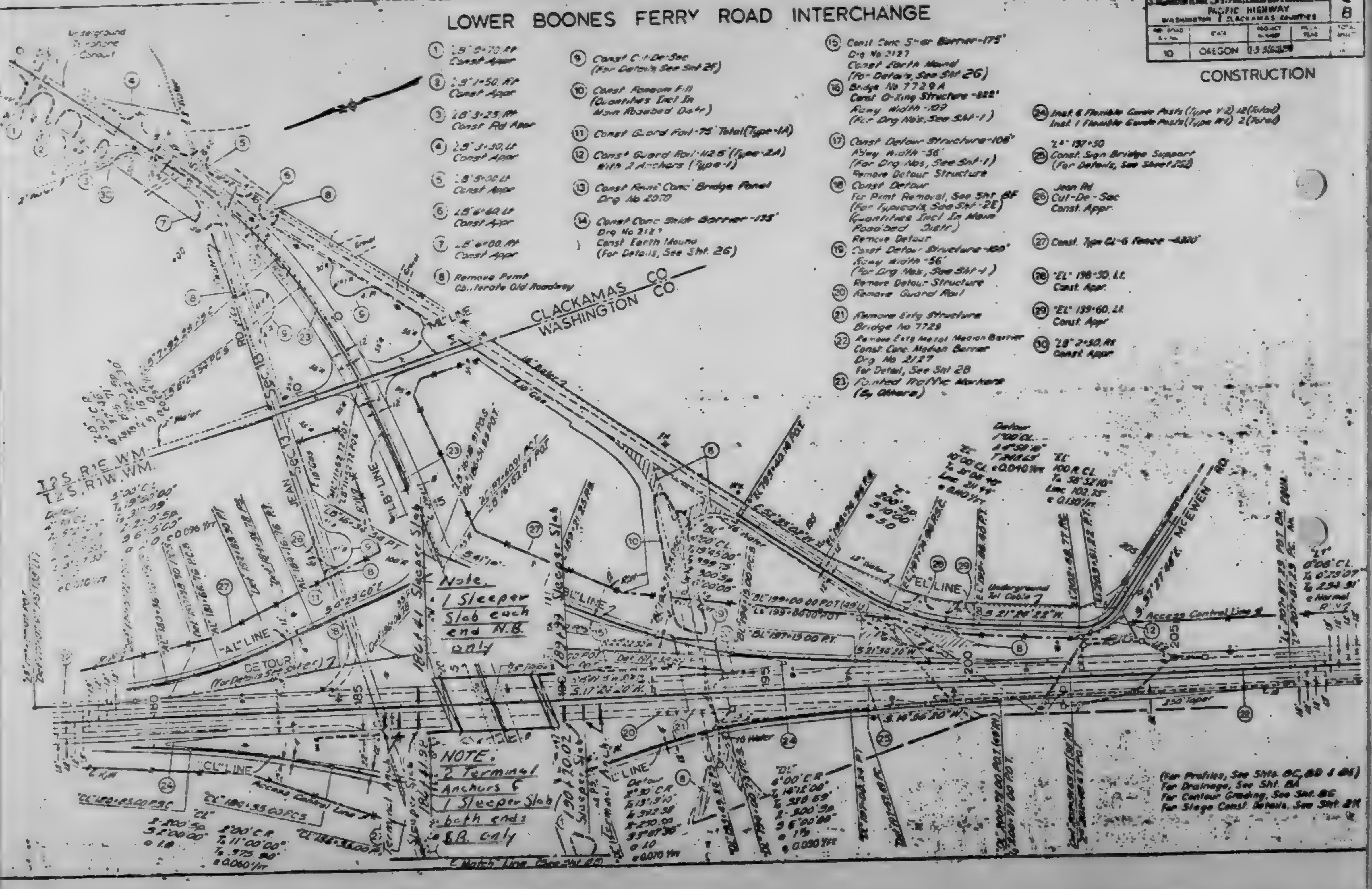
cc: Ed Hardt, Regional Engineer
Bill Geibel, District Engineer
file

LOWER BOONES FERRY ROAD INTERCHANGE

[illegible]
PACIFIC HIGHWAY
WASHINGTON & CLACKAMAS COUNTIES

10	OREGON	I-5 5(63)59		8

CONSTRUCTION



Underground Telephone Conduit
CLACKAMAS CO.
WASHINGTON CO.
"ML" LINE
"LB" LINE
"AL" LINE
"BL" LINE
"EL" LINE
"CL" LINE
"L" LINE
DETOUR
JEAN RD
Sec 13
Sec 18
T2S. R1E. W.M.
T2S. R1W. W.M.
McEWEN RD
Access Control Line
350' Taper
Underground Tel Cable
180
185
190
195
200
205
184+41 Sleeper Slab
189+99 Sleeper Slab
184+41.96
190+20.02
Terminal Anch.
Sleeper Slab
Note. 1 Sleeper Slab each end N.B. only
NOTE: 2 Terminal Anchors & 1 Sleeper Slab both ends S.B. only
Match Line

1. "L9" 0+70, Rt Const Appr
2. "L9" 1+50, Rt Const Appr
3. "LB" 3+25, Rt Const Rd Appr
4. "L9" 3+30, Lt Const Appr
5. "L8" 5+00, Lt Const Appr
6. "L9" 6+60, Lt Const Appr
7. "L8" 6+00, Rt Const Appr
8. Remove Pvmt Obliterate Old Roadway
9. Const Cul-De-Sac (For Details See Sht 2F)
10. Const Ponsom Fill (Quantities Incl In Main Roadbed Distr)
11. Const Guard Rail-75' Total (Type-1A)
12. Const Guard Rail-112.5' (Type-2A) With 2 Anchors (Type-1)
13. Const Reinf Conc Bridge Panel Drg No 2070
14. Const Conc Slab Barrier-175' Drg No 2127 Const Earth Mound (For Details, See Sht. 26)
15. Const Conc Slab Barrier-175' Drg No 2127 Const Earth Mound (For Details, See Sht 26)
16. Bridge No 7729A Const O-Xing Structure-222' Rdwy Width-109 (For Drg No's, See Sht-1)
17. Const Detour Structure-108' Rdwy Width-56' (For Drg Nos, See Sht-1) Remove Detour Structure
18. Const Detour For Pvmt Removal, See Sht 8F (For Typicals, See Sht-2E) (Quantities Incl In Main Roadbed Distr) Remove Detour
19. Const Detour Structure-180' Rdwy Width-56' (For Drg Nos, See Sht-1) Remove Detour Structure
20. Remove Guard Rail
21. Remove Extg Structure Bridge No 7729
22. Remove Extg Metal Median Barrier Const Conc Median Barrier Drg No 2127 For Detail, See Sht 2B
23. Painted Traffic Markers (By Others)
24. Inst. 6 Flexible Guide Posts (Type V-2) 12 (Total) Inst. 1 Flexible Guide Posts (Type W-1) 2 (Total)
25. "L" 197+50 Const. Sign Bridge Support (For Details, See Sheet 2G)
26. Jean Rd Cul-De-Sac Const. Appr.
27. Const. Type CL-6 Fence-4320'
28. "EL" 198+50, Lt. Const. Appr.
29. "EL" 199+60, Lt. Const. Appr
30. "LB" 2+50, Rt Const Appr

(For Profiles, See Shts. 8C, 8D & 8E)
For Drainage, See Sht. 8A
For Contour Grading, See Sht. 8G
For Stage Const. Details, See Sht. 8K

7937

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 28, 1976

FILE:

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: Terminal Expansion Joints
CRPCC Pavement

TO: W. W. GEIBEL
District Engineer

Attached is an April 26th letter from Carroll Keasey regarding changes made in terminal expansion joints on the continuous reinforced concrete pavement on the South Tigard Interchange - East Portland Freeway project on I-5. Please note Carroll's request that we monitor the performance of the altered joints over the next few years.

I would like you to do this monitoring. I would suggest that you get together with Maury Payne and become familiar with the details of the change and the location of these joints. I would suggest photographs and a report every six months with perhaps some system to measure movement of the pavement in the area of the joints.

Send c.c. to Coulter ~~Bancroft~~

RECEIVED
APR 30 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULT

ELH/lms
Attachment
cc: C. T. Keasey
Maury Payne

Routing
RECEIVED
APR 29 1976
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 26, 1976

FILE:
NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Terminal Expansion Joints
CRPCC Pavement

TO: H. S. Coulter
Assistant State Highway Engineer

During construction of the CRPCC pavement on the eastbound lanes of the Ladd Canyon-North Powder Section of I-80N it was decided, as an experiment, to modify the planned terminal anchor and expansion treatment at both ends of the Wolf Creek Structure.

Instead of the anchor system specified, only the sleeper-slab and I-beam expansion joint system was used at these two installations.

These were installed in the late summer or early fall of 1974 and, after two winters and one summer season, have performed at least as well as and apparently better than the other anchors which were installed as specified.

I am enclosing a brief report from Resident Engineer H. M. Fillmore and photographs of the Wolf Creek installations for your information.

As a result of this apparently successful experiment, we have modified the anchor system on several of the CRPCC termini on the northbound lanes of the South Tigard Int.-East Portland Freeway Int. project on I-5 as an extension of this experiment.

By a copy of this letter, I am asking Region Engineer Ed Hardt to monitor the performance of these joints over the next few years.

CTK:fr

Att.

cc: J. H. Versteeg
E. S. Hunter
W. E. Schwartz
E. L. Hardt
Maury Payne

RECEIVED
APR 26 1976
Office of
Assistant State Highway Engineer

4-28-76
REFER TO
cy FHWA - Hosman
By Asst. State Hwy. Engr.
For your info. - please
Return photos

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 16, 1976

In reply refer to: 1041B

SUBJECT: Oregon Project I-5-5(60)290
S Tigard-E Portland Freeway
Terminal Treatment for CRCP

FROM : G. K. Hossner, District Engineer

TO : W. N. Bryant, Area Engineer

NOTED
H. S. COULTER

I called Scott Coulter regarding the type of terminal end treatment to be installed this year in the northbound lanes.

As you recall, the issue of eliminating the anchor lugs and installing only the I-beam expansion system was discussed with the State last fall with the understanding that after this winter's experience with an expansion system installed in Eastern Oregon a determination would be made concerning the treatment to be used. After a review of the current situation (apparently the Eastern Oregon installation is functioning well) Scott informed me that only the I-beam expansion system would be used for the remaining NB pavement. This will provide an excellent comparison of the two systems.

Original signed by
G. K. Hossner
Dist. Engineer

G. K. Hossner

cc:
OSHD (Coulter)

RECEIVED
APR 19 1976
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
April 15, 1976

FROM: H. M. Fillmore
Resident Engineer HMF

SUBJECT: Terminal Expansion Joints
Ladd Canyon-N. Powder Sect.
Contract # 8234

TO: C. T. Keasey
Construction Engineer

see #8234

Herewith pictures taken this date of the terminal expansion joints on the Eastbound lanes at the Wolf Creek Structure. Both joints are in excellent condition. The easterly, or southerly, one has 2 slight spalls in the wheel tracks of the outside lane. They are 12" to 15" long and ½" or so in depth.

In contrast, on the Westbound lanes, at the fiber joint between the Continuously Reinforced Concrete and the reinforced panel, both joints are spalled quite badly for their entire lengbh.

cc: W. E. Schwartz

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
APR 19 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

7937

☆U.S. GOVERNMENT PRINTING OFFICE: 732-679

STATE COPY

15

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

4-22-76

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 10	COUNTY Washington	DIVISION Oregon
IN COMPANY WITH M. Payne, Res Engr, OSHD and H. Harris, Res Br Engr, OSHD			
DATE OF INSPECTION 4/22/76	INSPECTION MADE BY W. N. Bryant, Area Engr W. N. Bryant Area Engineer		PROJECT NO. I-5-5(60)290
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 87 %	WORK COMPLETED 82 %

S. TIGARD-E. PORTLAND FREEWAY
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing & Illumination

Scope of Inspection

The purpose of this inspection was to perform both an office and field review of construction operations and inspection procedures involved in the continuous reinforced concrete pavement phase of the work. The inspection included field observation of the completed work as well as the work in progress. The adequacy of the traffic control measures being used were also reviewed. The project records pertinent to the EEO and training requirements of the contract, materials testing frequency and procedures, and general contract administration procedures were also included in the review.

Work Completed (Continuous Concrete Pavement)

The southbound lanes were completed last fall. Two of the three are presently being used as a detour for the northbound traffic while the third one is being used for one of the southbound lanes. At the time of this inspection, approximately 50 percent of the northbound lanes had been completed except for curing and some minor grinding.

NOTED
H.S. COULTER

Work in Progress

At the time of the field review the contractor was paving (PCC) the three northbound lanes just south of the Tualatin River crossing. Other operations consisting of excavation and grading at Lower Boones, and paving temporary on and off ramps at the South Tigard Interchange were underway at the time of the inspection.

-more-

RECEIVED
MAY 11 1976
Office of
Assistant State Highway Engineer

5-11-76
ey Const.

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

Findings and Recommendations

Project records indicate the EEO and training requirements of the contract are being met in a reasonable and timely manner.

Project records also indicate that the materials being incorporated into the PCC pavement is in reasonable close conformance with specification requirements. Some minor gradation problems have been encountered with the 1½"-3/4" crushed rock being used in the PCC mix. However, immediate followup tests showed the material does meet the specification requirement and is considered acceptable.

A minor potential traffic hazard involving temporary wood barricades being used to channel northbound traffic from three lanes to two at the south end of the project was noted. The resident corrected the deficiency immediately. Otherwise, the traffic control procedures being used throughout the project limits are considered excellent.

Comments

The original contract plans called for the installation of four terminal anchors (at 40 foot centers) and one 3/4" expansion joint with dowel bars for load transfer.

In May 1973 (after ~~a word~~ award of this project) the standards were changed. The 3/4" expansion joint was changed to a wide flange beam type which provided for 1" expansion. In January 1975 the standard design was again changed. The number of anchor lugs were reduced from four to two. This change was covered under PA #31 approved September 2, 1975 prior to placement of the CRPCC pavement.

Construction Inspection Report No. 5 dated 9/24/75 questioned the rationale of a combination of anchor lugs and an expansion system. Based on recommendations and information contained in NCHRP Report #6 and FHPM 6-2-4-6 it was suggested that consideration be given to elimination of the two remaining anchor lugs in favor of the wide flange expansion system.

Because of possible undesirable consequences (safety and maintenance costs) of a joint failure the State was very reluctant to agree with the suggested revision. However, on April 16, 1975 the State did agree to eliminate the anchor lugs and install only the I-beam expansion system on the remaining NB pavement. By this time, however, all the remaining anchor lugs had been constructed except at both ends of the Lower Boones Ferry Interchange Structure. While the decision to eliminate the anchor lugs was too late to substantially reduce the cost, the change should provide an excellent comparison of the two systems.

The following major changes have been approved since the last inspection:

EWO #25 in the estimated amount of $74,000 covering the removal of AC from stage construction widening areas, detours, and ramps; load, haul and crush the AC to specified gradation; mechanically mix the AC with emulsified asphalt; and place and compact the mixture in final position as directed.

EWO #26 in the estimated amount of $45,500 for relocating high mast towers #3 and #5 (S. Tigard Interchange area) to new locations. This change made necessary by the construction of the SW 72nd Avenue - SW Boones Ferry Road project (Kruse Way).

PA #36 in the amount of $19,132.72 covering the revision of the permanent signing made necessary by the change covered under PA #38.

PA #38 in the amount of $64,382 which provides for additional (auxilliary) lanes between the S. Tigard Interchange and Upper Boones Ferry Road Interchange.

7937

STATE OF OREGON INTEROFFICE MEMO

TO: C.W. Head R. Church
J. Bond C. Barrett

DATE: April 22, 1976

FROM: Janice Peterson

SUBJECT: Donald M. Drake
Contract 7937

The State Treasurer has returned $11,000 in bonds deposited in lieu of retainage to the contractor, Donald M. Drake Co. These bonds were in exesss of current retainage requirements on Contract 7937.

JP/jm

Attachment

81-125-1387

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 21, 1976

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attn: Donald B. Kane;

Gentlemen:

Reference your letter dated April 9, 1976, and per instructions from the Oregon State Highway Division we are enclosing the following securities:

> North Roseburg Sanitary District, County of Douglas Building Bonds (3-1/4%) due April 1, 1976, Nos. 89/99 (11) @ $1,000.00 each, totaling $11,000.00.

The above transaction cancels State Treasurers' safekeeping receipt No. 2030, dated February 11, 1976, contract No. 7937.

We are also enclosing our invoice in the amount of $6.67, the cost of shipping the Bearer securities to you.

Kindly acknowledge receipptby signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Div. Attn: Janice Peterson

COPY

1-5

Salem, Oregon
April 15, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Marion Craft
Region Construction Engineer

South Tigard Interchange-East
Portland Freeway Interchange
Pacific Highway (I-5)
Washington & Clackamas Counties
Contract No. 7937

The Planning Section has studied your plan for auxiliary lanes between Haines Road and South Tigard Interchange and recommends against the proposal.

The northbound lane would have to have an escape when dropped at the Haines Off-ramp and there is not sufficient distance to do so between the Haines ramps.

The southbound lane would not be necessary because of the down grade acceleration provided.

This office concurs with that analysis and recommends that auxiliary lanes not be provided.

DNS:jh

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 16 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 8, 1976

FILE: CON 5

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

TO: HAL VERSTEEG
Design Engineer

SUBJECT: SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY INTERCHANGE
Pacific Highway (I-5)
Washington & Clackamas Counties
Contract No. 7937

Attached is a sketch drawn by Maury Payne's office, and Payne's letter describing the reasoning behind the sketch.

Would you review this proposal and let us know if this is a worthwhile or acceptable revision.

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 9 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

MC/lms
Attachment
cc: Maurice Payne

Hanks checking 4/9/76

Hanks recommends against these lanes on both north & south bound.
Concur.

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

April 5, 1976
Tigard, Ore.

SUBJECT: S. Tigard Int.-E. Portland Fwy Int.
Pacific Hwy. (I-5)
Clackamas-Washington Counties
Contract No. 7937

To: Mr. Marion Craft
Regional Construction Engr.
Milwaukie, Ore.

Attached is a sketch showing the relationship between Haines Rd. Interchange and South Tigard Interchange. Because of the close proximity of the "on" and "off" ramps, both North and Southbound, it would seem advisable to add auxillary lanes. A relatively heavy use by local traffic could be anticipated.

The stage widening on the S. Tigard Int.-E. Portland Fwy. Section can be utilized to provide for the auxillary lane in the same manner as between S. Tigard Int. and Upper Boones Ferry Int. The location design for the N. Tigard-S. Tigard Section would require some revisions to reflect this change.

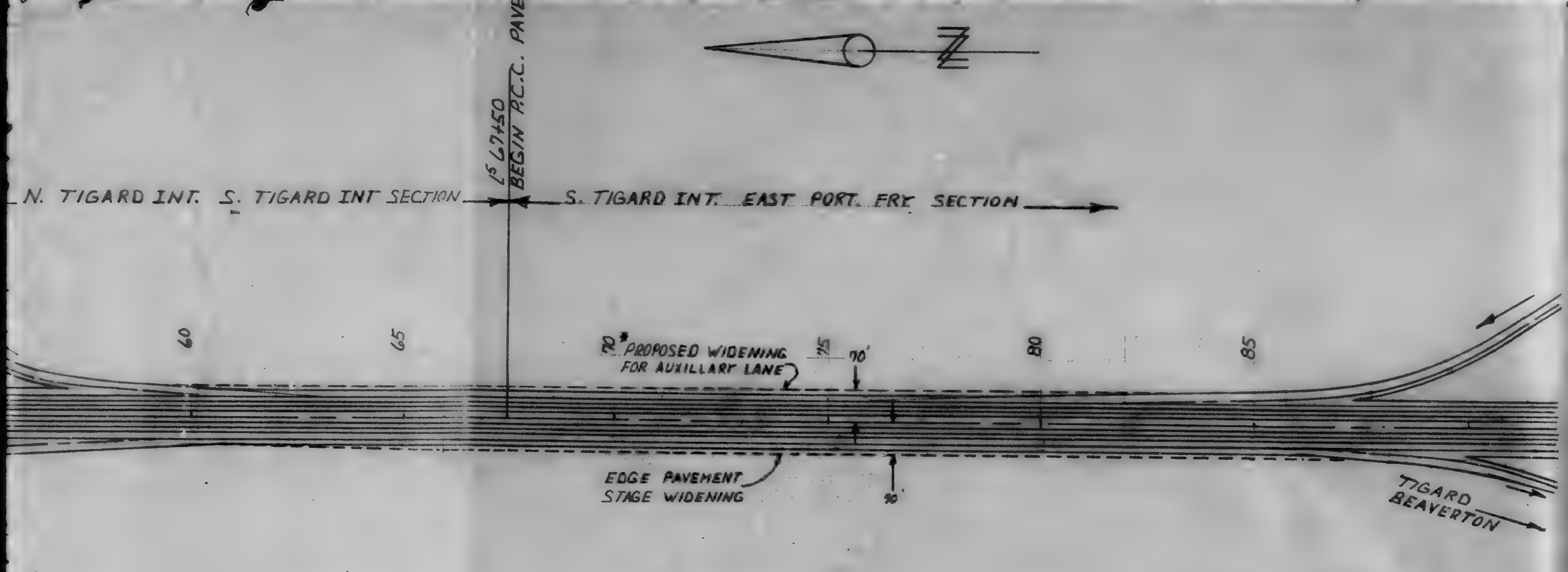
Please review with Salem Design and advise at your earliest convenience. We will have to know by June 15 which is the time scheduled for removal of the stage widening.

Yours truly,

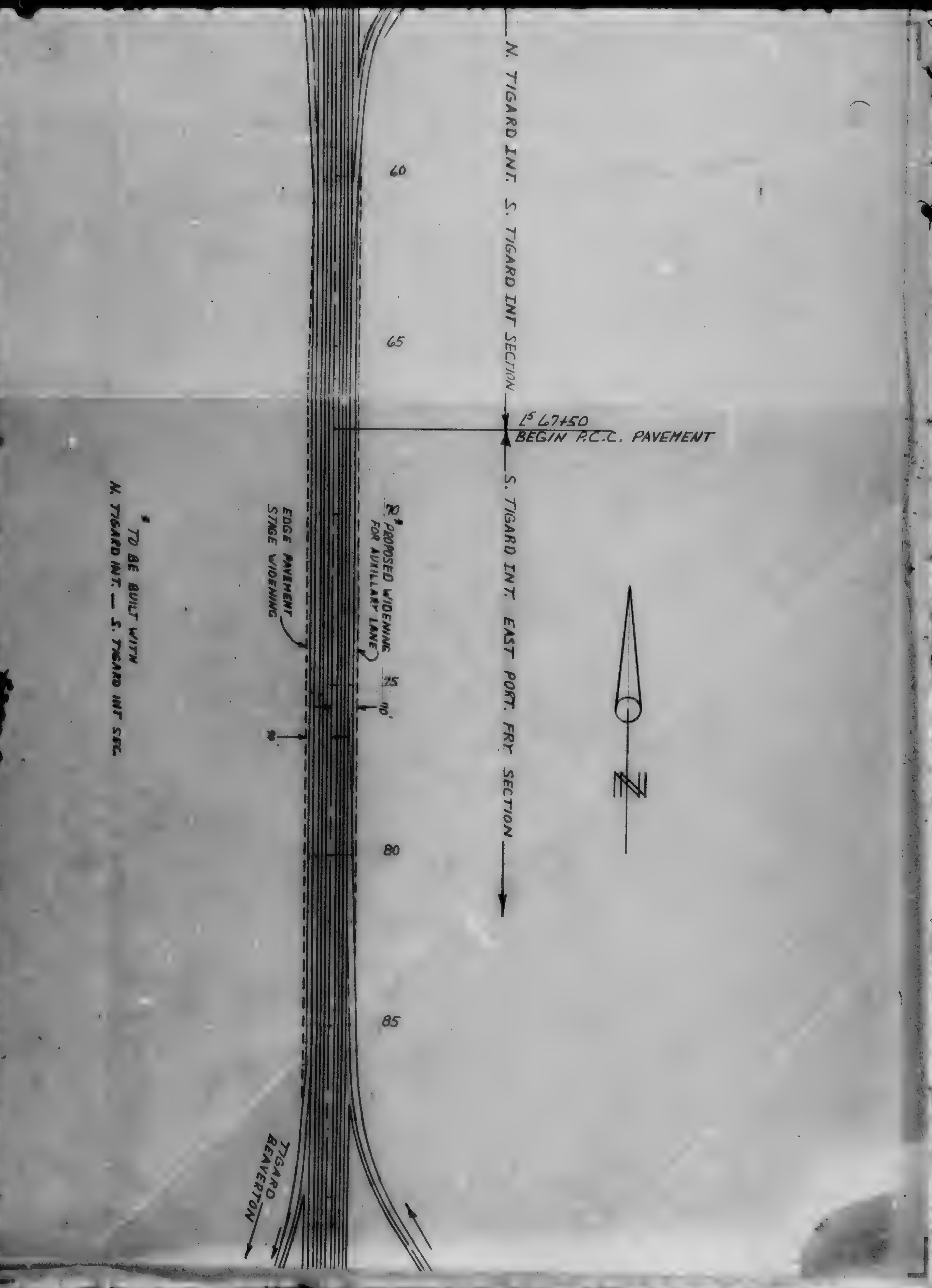
Maurice D. Payne
Maurice D. Payne
Resident Engineer

cc: Rob Cameron
file

OE RE RME RCE FAE
RECEIVED
TE RSM
UE APR - 7 1976 RSC
SO REGION I RGI
ENV LOC


N. TIGARD INT. S. TIGARD INT SECTION
L^S 67+50
BEGIN P.C.C. PAVE
S. TIGARD INT. EAST PORT. FRY. SECTION
60
65
70*
PROPOSED WIDENING
FOR AUXILLARY LANE
75
70'
80
85
EDGE PAVEMENT
STAGE WIDENING
70'
TIGARD
BEAVERTON

* TO BE BUILT WITH
N. TIGARD INT. — S. TIGARD INT SEC.


N. TIGARD INT. S. TIGARD INT SECTION
L^S 67+50
BEGIN P.C.C. PAVEMENT
S. TIGARD INT. EAST PORT. FRY. SECTION
60
65
80
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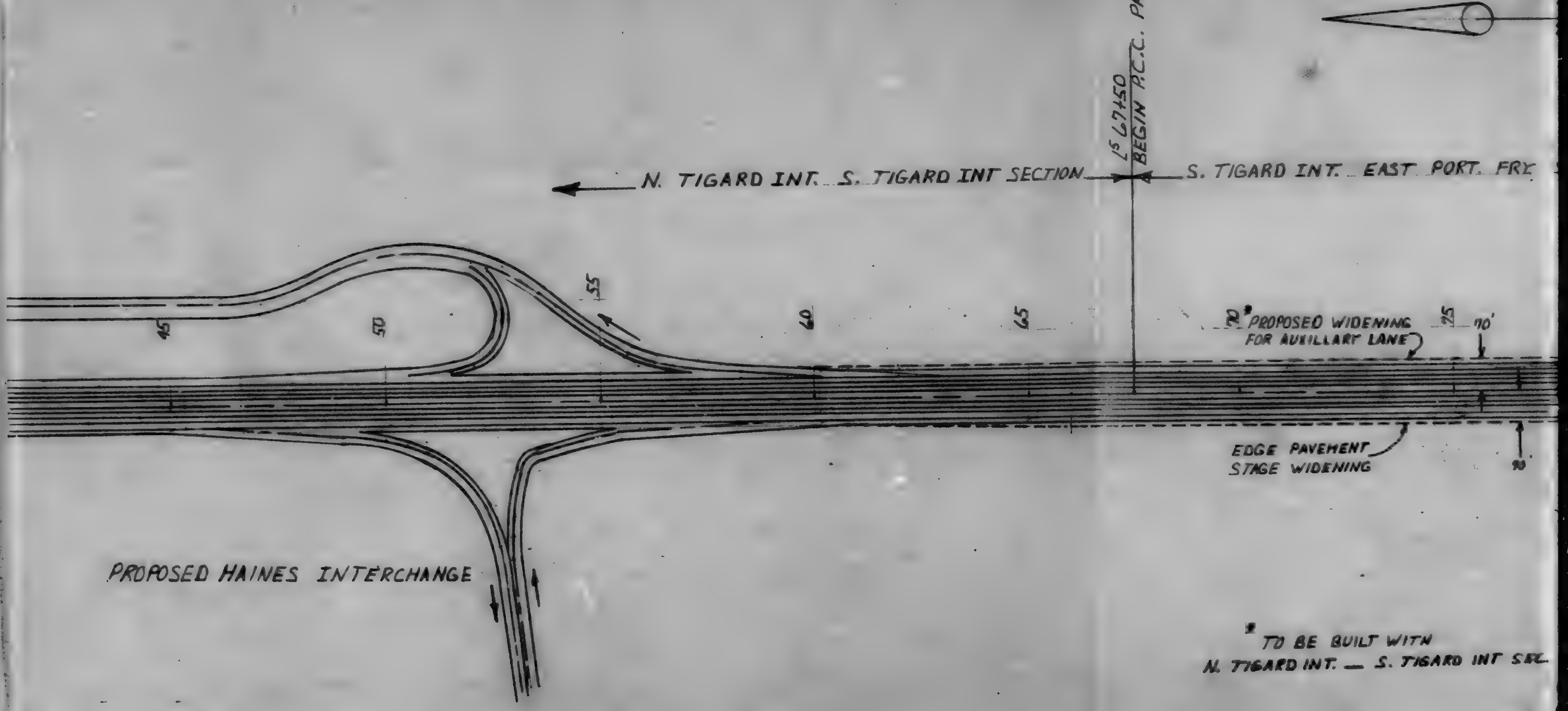
R* PROPOSED WIDENING FOR AUXILLARY LANE
EDGE PAVEMENT STAGE WIDENING
25
10'
30
* TO BE BUILT WITH N. TIGARD INT. — S. TIGARD INT SEC.
N
TIGARD
BEAVERTON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L^S 67+50
BEGIN P.C.C. PAVEM
S. TIGARD INT. _ EAST PORT. FRY.
45
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55
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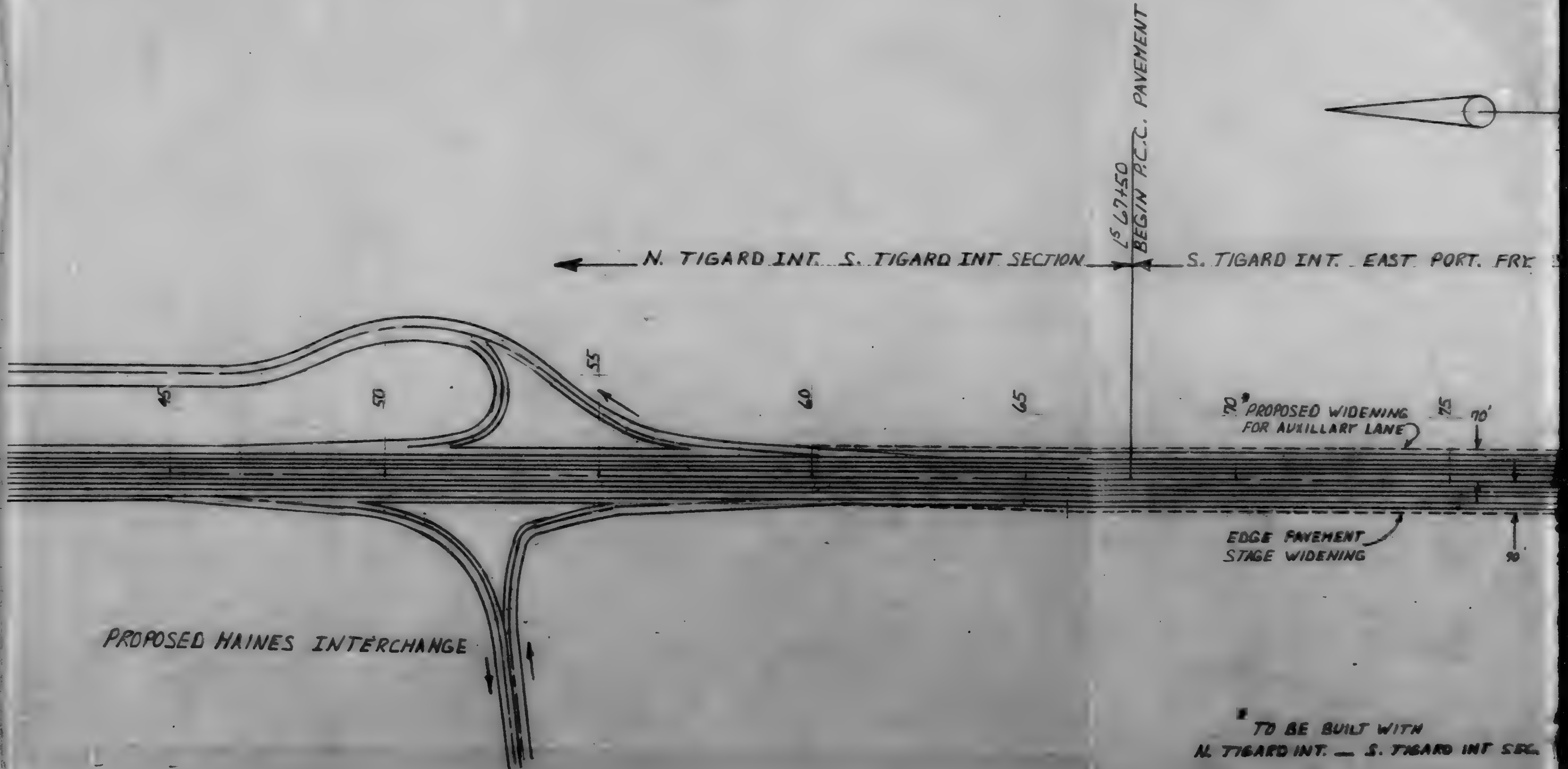
70* PROPOSED WIDENING
FOR AUXILLARY LANE
75
10'
EDGE PAVEMENT
STAGE WIDENING
10'
PROPOSED HAINES INTERCHANGE
* TO BE BUILT WITH
N. TIGARD INT. — S. TIGARD INT SEC.


N. TIGARD INT. S. TIGARD INT SECTION
℄S 67+50
BEGIN P.C.C. PAVEMENT
S. TIGARD INT. EAST PORT. FRY.
45
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65
70*
75
PROPOSED WIDENING
FOR AUXILLARY LANE
70'
90'
EDGE PAVEMENT
STAGE WIDENING
PROPOSED HAINES INTERCHANGE
* TO BE BUILT WITH
N. TIGARD INT. — S. TIGARD INT SEC.

7937

13

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts 7741, 7866 & 7937

We received your safekeeping receipt No. 206449, covering TCD #249563, $455,000. This replaces matured TCD #213255, $435,000. This transaction affects deposits in lieu of retainage on our contracts as follows:

Contract	Prior Deposit	Current Deposit	Net Increase
7741	$ 5,000	$ 5,000	----
7866	14,000	14,000	----
7937	416,000	436,000	20,000
TOTAL	$435,000	$455,000	$20,000

A copy of safekeeping receipt #206172 for the matured security is enclosed.

V.E. Skoog
Controller

By ____________________
Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

cc: Donald M. Drake Co.
bc: C.W. Head ✓ R. Church
J. Bond C. Barrett

JP/jm

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

April 5, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206449 covering $455,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $5,000.00 on Contract #7741, $14,000.00 on Contract #7866, $436,000.00 on Contract #7937.

This C/D renews Safekeeping Receipt #206172 in the amount of $435,000.00 which matured on 4/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

NO [illegible]
V.E. [illegible]

JVS:ea
Enc.

cc: Donald M. Drake Company

RECEIVED
APR 6 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

89

RECEIPT NO. **206449**

DATE 4/5/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Donald M. Drake Co
1740 N.W. Flanders St.
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$455,000.00

U.S. Bank Savings Certificate Non-Negotiable C/D 5%

Dated 4/5/76 Due 5/5/76

CUSIP

Interest At Maturity, Cert. 00 249563 @ 455M N/O Donald M. Drake Co. & State of Oregon Cont. No."s. 7741,7866,7937— "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."(Contract #'s 7937,7741, 7866)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

W. Johnson

NOT NEGOTIABLE

18-2499 6/73 ENV. [illegible] PORTLAND

7937

STATE COPY

cc: OSHD (H S Coulter)

U.S PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

3-18-76

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 9	COUNTY Washington	DIVISION Oregon	
IN COMPANY WITH M. Payne & N. Harris, OSHD W. N. Bryant Area Engineer				
DATE OF INSPECTION 3/18/76	INSPECTION MADE BY W. N. Bryant, Area Engr; R. Pillsbury, Br Engr; T. Graber, Engr Trainee		PROJECT NO. I-5-5(60)290	
QUALITY OF WORK* Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED 82 %	WORK COMPLETED 80 %

S. TIGARD - N. PORTLAND FREEWAY
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing & Illumination

Scope of Inspection

The purpose of this inspection was to perform both an office and field review of construction operations and inspection procedures involved in the structure phase of the work. The inspection included field observation of the completed work as well as the work in progress. The adequacy of the traffic control measures being used were also reviewed. The project records pertinent to the EEO and training requirements of the contract, materials testing frequency and procedures, and general contract administration procedures were also included in the review.

Work Completed

Structures

Bonita Road	Complete except for finish
Upper Boones Ferry Road	Complete except for finish
Cook Oxing SPRR	Stages 1&2 complete, Stage 3 deck formed
Lower Boones Ferry Road	Complete except for finish
Tualatin Oxing SPRR	Complete except for finish
Tualatin River	Stages 1&2 complete, Stage 3 girders not yet placed
Nyberg Road	Complete except for finish
Beaver Dam Bridges	Complete except for finish

NOTED
H.S. COULTER

OTHER

Portland Cement Concrete Pavement	Southbound lanes complete
AC Pavement	Approximately 73 percent of the 194,000 tons completed, includes bases and AC shoulder pavement.

RECEIVED
MAR 31 1976
Office of
Assistant State Highway Engineer

3-31-76
cy Const.

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

Illumination	Approximately 85 percent complete
Roadway Signing	Approximately 60 percent complete.

Work in Progress

Due to weather conditions the only work underway at the time of this inspection was the removal and stockpiling of AC pavement from the Northbound lanes near the Tualatin River Bridge.

Findings and Recommendations

Project records indicate the EEO and training requirements of the contract are being met in a reasonable manner.

Material reports covering all structural material were reviewed. Several individual tests were found which indicated the material failed; however, these were followup retests that showed the material was acceptable.

All price agreements and extra work orders were reviewed along with contract payment documentation and found to be acceptable.

It was noted that the contractor was storing material and/or parking equipment adjacent to the travel lanes at various locations throughout the project limits. Because of the traffic hazards involved it was suggested that the contractor be advised to park such equipment in safer locations away from the travel lanes. The resident engineer indicated he would so advise the contractor by letter. The traffic control procedures being followed on the project are otherwise considered excellent.

Comments

The State is presently working on a proposal to recycle approximately 8,000 tons of AC pavement scheduled to be removed from freeway shoulders and detours and wasted. The present plan is to have the contractor haul the material to a Washington County crusher as extra work. The County would crush the material, stockpile, add emulsion, and mix the material on an actual cost basis. The contractor would then haul and place the material in final position as extra work. This method of payment would allow for the necessary latitude for experimentation during any phase of the operation. This work is presently estimated to cost $70,000, with a reduction of $50,000 in bid items, for a net cost of $20,000 for the experiment. Considering the benefits of re-cycling this material, approval of the additional cost is recommended.

7937

13

STATE OF OREGON

INTEROFFICE MEMO

TO: ~~C. W. Head~~, R. Church, J. Bond
C. Barrett, File

DATE: March 18, 1976

FROM: Janice Peterson JP

SUBJECT: Donald M. Drake
Contract 7937

With our approval, the State Treasurer has returned $16,000 in Douglas Co. School Dist. bonds deposited in lieu of retainage on contract 7937. This cancels OST safekeeping receipt 1467.

JP/jm

NOTED
C. W. HEAD

81-125-1387

7937

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 9, 1976

District Engineer
Corps of Engineers
P. O. Box 2946
Portland, OR 96208

Attention Mr. John K. Payne

1 Versteeg ✓
Olson
Peterson
Scott
Swenson
Anderson
2 Trout

RECEIVED
MAR 10 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Dear Sir:

Tualatin River Bridge
Pacific Highway (I-5)
Washington County

(S. Tigard – I-205)
under construction

We are applying for a permit to place riprap slope protection and excavate in the streambed for the repair and preservation of an existing facility. Details of the work are shown on the drawings which accompany the enclosed permit application. The facility involved is the Pacific Highway bridge across the Tualatin River near the city of Tualatin.

If you require further information, please contact us.

Very truly yours,
ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc F. B. Klaboe
H. S. Coulter (enc.)
C. T. Keasey "
D. H. Moehring "
Walt Hart "
Frank Terpin "
J. H. Versteeg "
Ed Hardt "

DEK:mc ja

[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 5, 1976

FROM: Frank E. Terpin
Location Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Corps Permit Application
Tualatin River Bridge
Pacific Highway (I-5)
Washington County

Attached is an application for Department of the Army permit along with drawings and cover letter. The application requires your signature.

The contract for this project was awarded in 1973 and at that time the Corps agreed that a permit was not needed. However, during recent discussions it was determined that with the change in regulations and requirements it is now required that we obtain a Corps permit.

Att

DEK:mc

RECEIVED
STATE HWY ENGR
MAR 8 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).	2. Date. 5 3 1976 Day Mo. Yr.	3. For official use only.

4. Name and address of applicant.

Oregon Department of Transportation
Highway Division
State Highway Building
Salem OR 97310

Telephone number 378-6516 Social Security No. ________

5. Name, address, and title of applicant's authorized agent for permit application coordination.

Donald E. Keyes
Location Liaison Engineer
Oregon State Highway Division
212 State Highway Building
Salem OR 97310

Telephone Number 378-6265

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance.

Repair and preservation of an existing facility. Consists of widening the existing structure that involves 900 cu. yds. excavation, re-use of 300 cu. yds, 600 cu. hds to be wasted above high water, and 300 cu. yds of special footing backfill. There will be 300 cu. yds of stone riprap placed on the south bank and 35 cu. yds of riprap in two lined ditches on the north bank for outfall storm sewer.

7. Proposed use.

Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

All work is within State Highway right of way

9. Location where proposed activity exists or will occur.

Sec. 24 Twp 2S Rge 1W (Where applicable)

Oregon	Washington		Tualatin
State	County	In - City or Town	Near - City or Town

10. Name of waterway at location of the activity. Tualatin River Mile 11.5 (I-5 Bridge)

ENG FORM 1 APR 74 4345 REPLACES ENG FORMS 4345 AND 4345-1 (PART A), MAY 71 AND 4345-1 (PART B), JUN 71, WHICH ARE OBSOLETE. (ER 1145-2-303) (EP 1145-2-1)

11. Date activity is proposed to commence. December 1973

Date activity is expected to be completed. August 1976

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed ________________. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures. construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Signature of Applicant

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

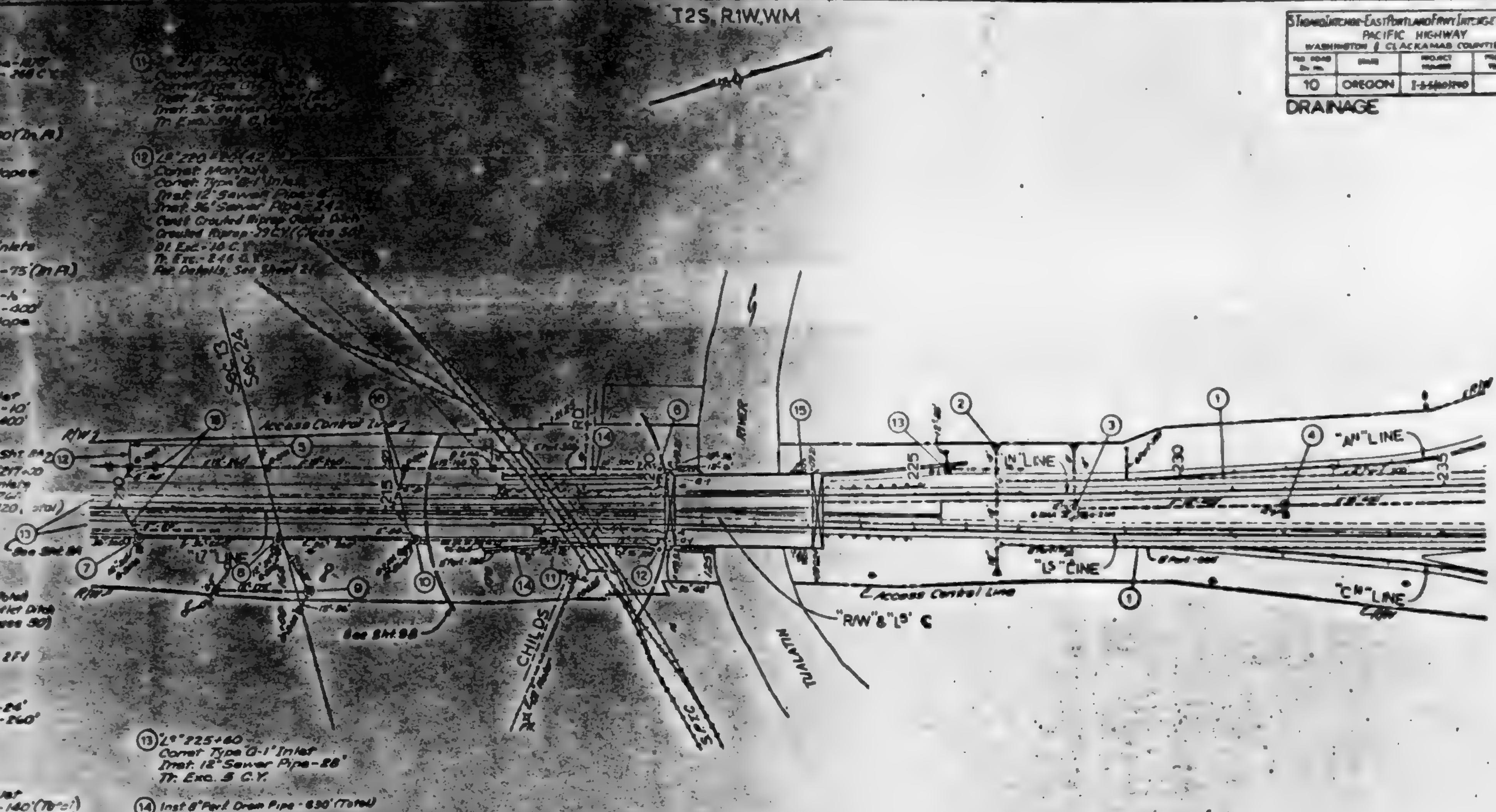
If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.

S. Tigard Intchge-East Portland Fwy Intchge Sec.
PACIFIC HIGHWAY
WASHINGTON & CLACKAMAS COUNTIES

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10	OREGON	I-5-5(40)290		[illegible]

9A

DRAINAGE



① Inst. 8" Perf. Drain Pipe-1270'
Special Filter Mat'l.-248 C.Y.
Tr. Exc. 278 C.Y.

② "L" 226+53
18" Conc. Culv. Pipe-180' (In Pl.)
Extend-44' Lt.
-40' Rt.
Const. 2 Paved End Slopes
Tr. Exc. 23 C.Y.

③ "L" 228+00
Const. Manhole
Const. 2 Type "G-2MA" Inlets
Remove Extg. Inlet
18" Conc. Sewer Pipe-75' (In Pl.)
Extend-48' Lt.
Inst. 12" Sewer Pipe-4'
Inst. 18" Sewer Pipe-400'
Const. Paved End Slope
Tr. Exc. 483 C.Y.

④ "L" 232+00, Rt.
Const. Manhole
Const. Type "G-2MA" Inlet
Inst. 12" Sewer Pipe-10'
Inst. 18" Sewer Pipe-400'
Tr. Exc. 356 C.Y.

⑤ Sta. "L" 210+20 to Sta. "L" 217+20
Const. 4 Type "G-2MA" Inlets
Inst. 12" Sewer Pipe-26'
Inst. 15" Sewer Pipe-420' (Total)
Tr. Exc. 238 C.Y.

⑥ "L" 220+20 (42' Lt.)
Const. Manhole
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe-6'
Inst. 18" Sewer Pipe-356' (Total)
Const. Grouted Riprap Outlet Ditch
Grouted Riprap 6 C.Y. (Class 50)
Dl. Exc.-38 C.Y.
Tr. Exc.-162 C.Y.
For Details, See Sheet 2F-1

⑦ "L" 210+40 (56' Rt.)
Const. Manhole
Const. "G-2MA" Inlet
Inst. 12" Sewer Pipe-24'
Inst. 36" Sewer Pipe-260'
Tr. Exc. 635 C.Y.

⑧ "L" 213+00 (56' Rt.)
Const. Manhole
Const. Type "G-2MA" Inlet
Inst. 12" Sewer Pipe-140' (Total)
Inst. 36" Sewer Pipe-260'
Tr. Exc. 508 C.Y.

"L" 213+60 (155' Rt.)
⑨ Const. Manhole
Const. Type G-2 Inlet
Const. Type G-2MA Inlet
Inst. 12" Sewer Pipe-212' (Total)
Tr. Exc. 110 C.Y.

⑩ "L" 215+60 (56' Rt.)
Const. Manhole
Const. Type "G-2MA" Inlet,
Inst. 12" Sewer Pipe-96',
Inst. 36" Sewer Pipe-260'
Tr. Exc. 314 C.Y.

⑪ "L" 21[illegible]
Const. Manhole
Const. Type [illegible]
Inst. 12" Sewer [illegible]
Inst. 36" Sewer [illegible]
Tr. Exc. 314 C.Y.

⑫ "L" 220+[illegible] (42' Rt.)
Const. Manhole
Const. Type G-1 Inlet
Inst. 12" Sewer Pipe-6'
Inst. 36" Sewer Pipe-242'
Const. Grouted Riprap Outlet Ditch
Grouted Riprap-29 C.Y. (Class 50)
Dl. Exc.-10 C.Y.
Tr. Exc.-246 C.Y.
For Details, See Sheet 2[illegible]

⑬ "L" 225+60
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe-28'
Tr. Exc. 5 C.Y.

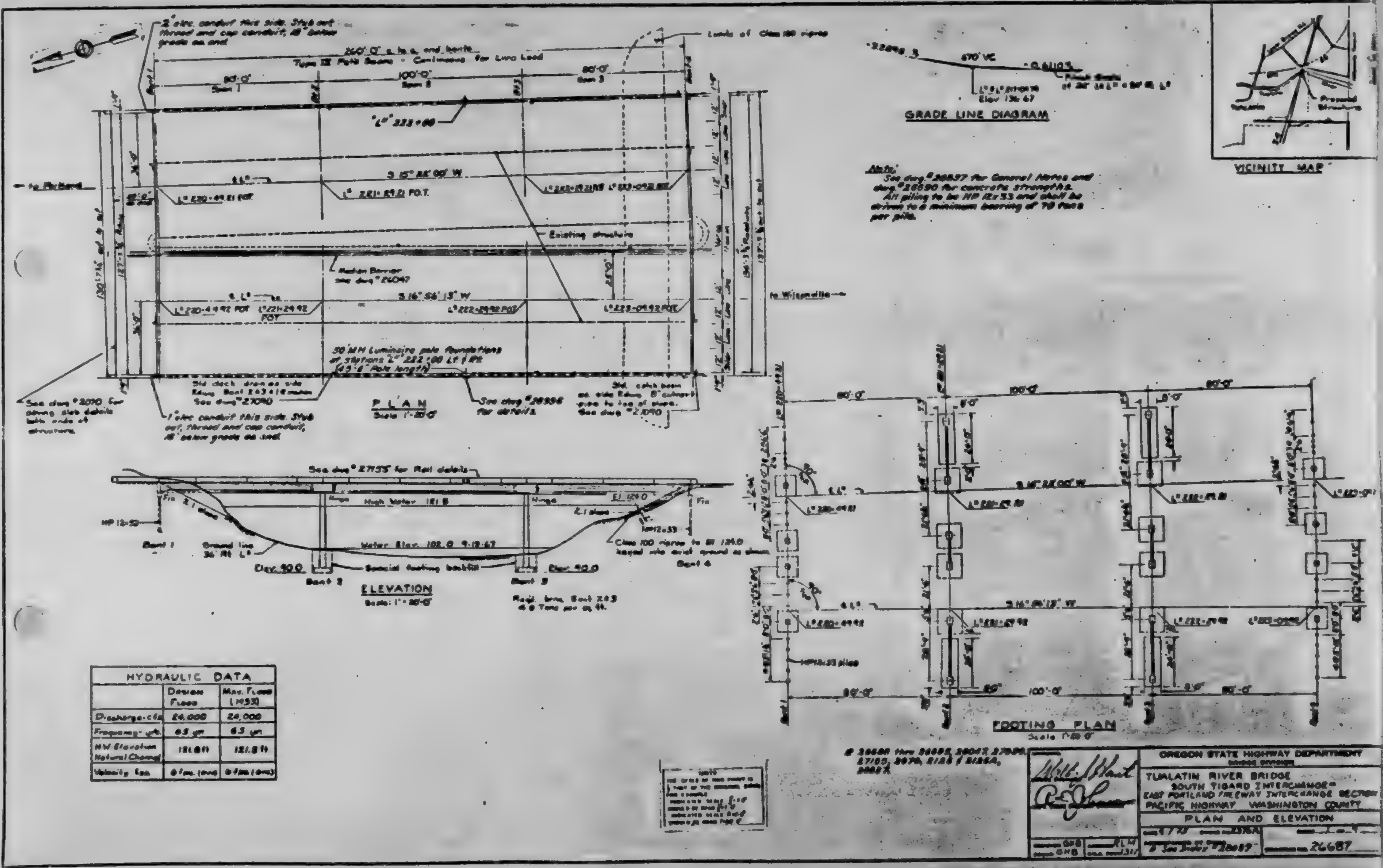
⑭ Inst. 8" Perf. Drain Pipe-630' (Total)
Spec. Filter Mat'l.-60 C.Y.

⑮ Const. Loose Riprap-300 C.Y. (Class 100)

⑯ Const. Subgrade Cutoff Trenches-4 (Total)
Inst. 6" Perf. Drain Pipe-280
Special Filter Material-35 C.Y.
Tr. Exc. 37 C.Y.

Note: Abandon Extg. Pipe Shown Thus: ▬
Remove 4 Inlets Shown Thus: ☒

For Const. & Profile, See Sht. 8


2" elec. conduit this side. Stub out, thread and cap conduit, 18" below grade as end.
260'-0" ¢ to ¢ end bents
Type III Pole Beams - Continuous for Live Load
80'-0" Span 1
100'-0" Span 2
80'-0" Span 3
Bent 1
Bent 2
Bent 3
Bent 4
"L" 222+00
S 15° 28' 00" W
L° 220+49.21 P.O.T.
L° 221+29.21 P.O.T.
← to Portland
Existing structure
Median Barrier see dwg. # 26047
S 16° 56' 13" W
L° 220+49.92 POT
L° 221+29.92 POT
L° 222+29.92 POT
L° 223+09.92 POT
50' M.H. Luminaire pole foundations at stations "L" 222+00 Lt. & Rt. (43'-6" Pole length)
Std. deck drains ea. side Rdwy. Bent 2 & 3 & 1/4 points. See dwg. # 27090
See dwg. # 2070 for paving slab details both ends of structure.
1" elec. conduit this side. Stub out, thread and cap conduit, 18" below grade as end.
See dwg. # 26396 for details.
Std. catch basin ea. side Rdwy. 8" culvert pipe to toe of slope. See dwg. # 27090
Limits of Class 100 riprap
to Wilsonville →
PLAN
Scale 1"=20'-0"
See dwg. # 27155 for Rail details
Hinge
High Water 121.8
El. 124.0
2:1 slope
HP 12x53
Ground line 36' Rt. L°
Water Elev. 102.0 9-19-67
Elev. 90.0
Special footing backfill
Class 100 riprap to El. 124.0 keyed into exist. ground as shown
Reqd. brg. Bent 2 & 3 4.0 Tons per sq. ft.
ELEVATION
Scale: 1"=20'-0"
L° 219+75 Elev. 136.67
670' VC
GRADE LINE DIAGRAM
VICINITY MAP
Proposed Structure
Tualatin
HP 12x53 piles
80'-0"
100'-0"
FOOTING PLAN
Scale 1"=20'-0"

Note:
See dwg. # 26837 for General Notes and dwg. # 26690 for concrete strengths.
All piling to be HP 12x53 and shall be driven to a minimum bearing of 70 tons per pile.

HYDRAULIC DATA		
	Design Flood	Max. Flood (1933)
Discharge-cfs	24,000	24,000
Frequency-yrs.	65 yr.	65 yr.
HW Elevation Natural Channel	121.8 ft.	121.8 ft.
Velocity fps	6 fps. (avg)	6 fps. (avg)

26688 thru 26695, 26047, 27090, 27155, 2070, 2128 & 2128A, 26837.

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

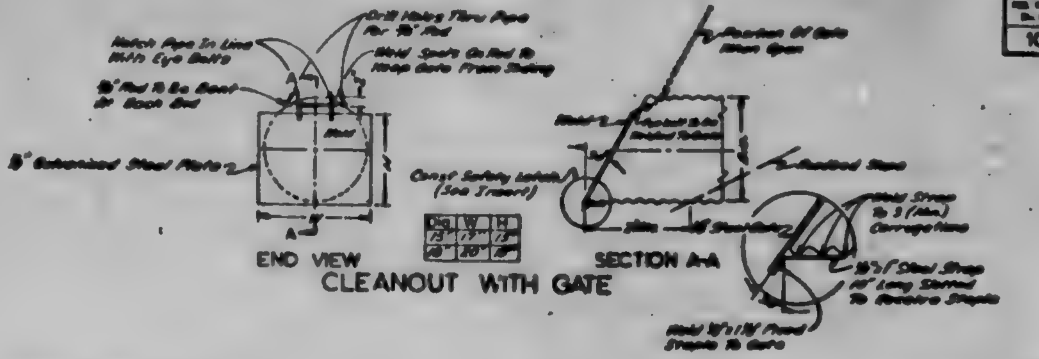
TUALATIN RIVER BRIDGE
SOUTH TIGARD INTERCHANGE-
EAST PORTLAND FREEWAY INTERCHANGE SECTION
PACIFIC HIGHWAY WASHINGTON COUNTY

PLAN AND ELEVATION

GHB
GHB
RLM
See Index # 26687
26687

11Y-150

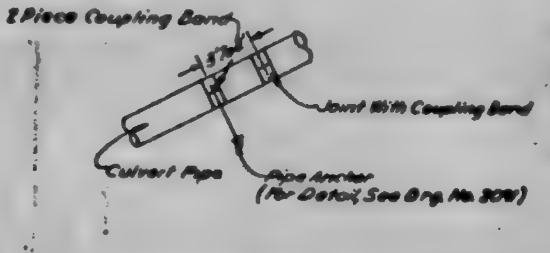
[illegible]				
PACIFIC HIGHWAY [illegible]				2F-1
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10	OREGON	[illegible]		[illegible]



Drill Holes Thru Pipe
Weld Spots On Rod To
Weld
END VIEW
SECTION A-A

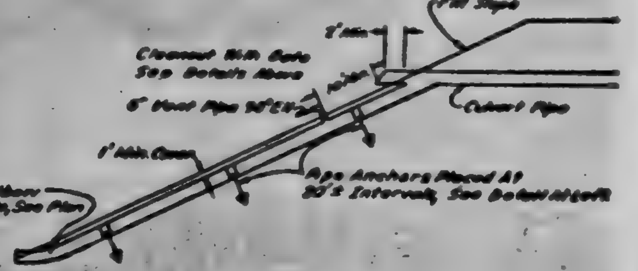
Dia.	W	H
15"	17"	15"
18"	20"	18"

CLEANOUT WITH GATE



2 Piece Coupling Band
Joint With Coupling Band
Culvert Pipe
Pipe Anchor
(For Detail, See Drg. No. 3011)

PIPE ANCHOR DETAIL

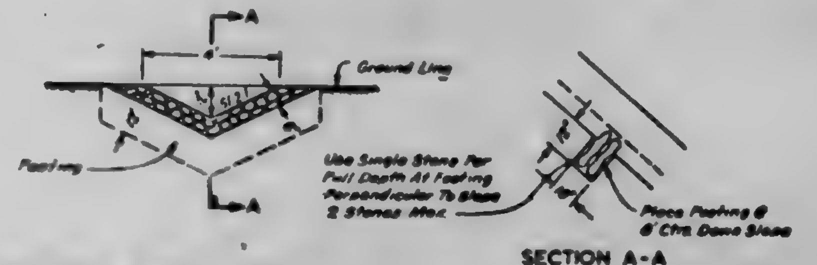


Fill Slope
Cleanout With Gate
See Details Above
Culvert Pipe
1' Min. Cover
Pipe Anchors Placed At
3 Pc. Elbow
For Angle, See Plan

DETAIL "A"

PIPE INSTALLATION ON SLOPE

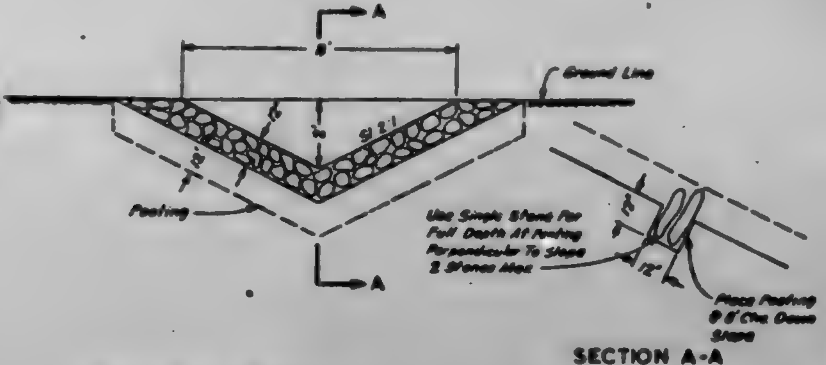
STA "L8" 161+30



Ground Line
Footing
Use Single Stone For
Full Depth At Footing
Perpendicular To Slope
2 Stones Max.
Place Footing @
6' Ctrs. Down Slope
SECTION A-A

GROUTED RIPRAP OUTLET DITCH

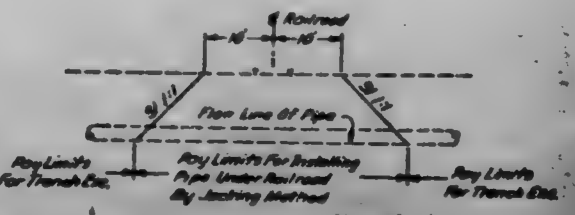
STA 220+20, Lt



Ground Line
Footing
Use Single Stone For
Full Depth At Footing
Perpendicular To Slope
2 Stones Max.
Place Footing
@ 6' Ctrs. Down
Slope
SECTION A-A

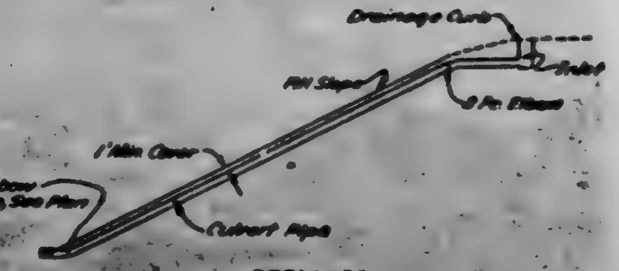
GROUTED RIPRAP OUTLET DITCH

"L3" 220+20, Rt



℄ Railroad
16'
16'
Flow Line Of Pipe
Pay Limits
For Trench Exc.
Pay Limits For Installing
Pipe Under Railroad
By Jacking Method
Pay Limits
For Trench Exc.

PAY LIMITS FOR PIPE INSTALLATION UNDER RAILROAD



Drainage Curb
Fill Slope
1' Min. Cover
3 Pc. Elbow
For Angle, See Plan
Culvert Pipe

DETAIL "B"

PIPE INSTALLATION ON SLOPE

(For Location, See Plans)

7937

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 9, 1976

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Donald M. Drake, Co.
Contract 7741, 7866, 7937

We received your safekeeping receipt # 206172, covering TCD #4 213255, $435,000. This replaces matured TCD 4 213573, $422,000. The amounts deposited in lieu of retainage on contracts 7741 and 7866 remain the same; the amount deposited in lieu of retainage on contract 7937 is increased by $13,000.

Safekeeping Receipt 205950 for the matured certificate is enclosed.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Donald M. Drake Co.
Gordon H. Ball, Inc.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

US BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

March 4, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206172 covering $435,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit i n n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. This C/D represents $14,000.00 on Contract #7866, $5,000.00 on Contract #7741, $416,000.00 on Contract #7937.

This C/D renews Safekeeping Receipt #205950 in the amount of $422,000.00 which matured on 3/4/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Department

JVS:ea
Enc

cc: Donald M Drake Company

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 206172

DATE 3/4/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Donald H. Drake Company
1740 NW. Flanders St.
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$435,000.00

USNB of Oregon Nonnegotiable Time C/D 5%

Dated 3/4/76 Due 4/5/76

CUSIP

Interest At Maturity
Cert # 4 213255 @ 435M; N/O Donald H. Drake Co. & State Of Oregon
"Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division." (Contract #'s 7937,7741,7866)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 4/75 EN.V. 31-320 HEAD OFFICE PORTLAND

7937

p

STATE OF OREGON
HIGHWAY DIVISION

INTERC CE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: February 18, 1976

FROM: Janice Peterson
Contract Payments Executive

SUBJECT: Donald M. Drake Co.
Contract 7937

The Treasurer's office has issued the following safekeeping receipts for bonds transferred from contracts 7741 and 7866 to 7937:

S/K Receipt	Bonds	Amount
2024	City of Nyssa, 5/8	$20,000
2025	City of Baker, 646/657	12,000
2027	Marion Co. Union S/D, 87/88	10,000
2028	Clairmont Water Dist. G.O. 13/16	20,000
2029	Clairmont Water Dist. G.O. 7/9	15,000
2030	N. Roseburg Sanitary Dist. 89/99	11,000
Total		$88,000

The above is in accordance with my letter to the Treasurer of February 4, 1976. Pendleton bonds 170-182, $13,000 and Marion Co. bonds 69/70, $10,000 have been returned to Donald Drake per their attached letter of February 5, 1976. The $23,000 in bonds were not needed as deposits in lieu of retainage because Donald M. Drake purchased a time certificate for $28,000 more than the minimum required on contract 7937.

JP:pl

NOTED
C. W. HEAD

81-125-1367

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING
RECEIPT

№ 2024

Received for Account of Donald M. DrakeCompany

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

Date February 11, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
City of Nyssa, Oregon G.O. bonds	5/6	2	5,000				$ 10,000.00
	7/8	2	5,000				10,000.00
Dated 1/15/74 Due 1/15/77 Due 1/15/78 6%							
							$ 20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Emily Rohde
Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2025

Received for Account of Donald M. Drake Company

Date February 11, 1976

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
City of Baker, Oregon G.O. bonds dated 6/1/61 due 6/1/76 3.50%	646/657	12	1,000.				$ 12,000.00
							$ 12,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by
Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2027

Received for Account of Donald M. Drake Company

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

Date February 11, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Marion County Union High School District No. 4J Building Bonds dated Jan. 1, 1970 due Jan. 1, 1976 - 7%	87/88	2	5,000				$ 10,000.00
							$ 10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Emily Rohde
Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 2028

SAFEKEEPING RECEIPT

Date February 11, 1976

Received for Account of Donald M. Drake Company

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Clairmont Water Dist. G.O. bonds Clackamas County, Oregon dated March 1, 1974 due Dec. 1, 1978 6%	13/16	4	5,000.				$ 20,000.00
							$ 20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2029

Received for Account of Donald M. Drake Company

Date February 11, 1976

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Clairmont Water Dist. G.O. bonds Clackamas County, Oregon dated March 1, 1974 due Dec. 1, 1976 7%	7/9	3	5,000				$ 15,000.00
							$ 15,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy-Cashier

James A. Redden State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 2030

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Company
Date February 11, 1976

1740 N.W. Flanders Street
Address Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
North Roseburg Sanitary Dist. Building Bonds, Douglas County, Oregon dated Apr. 1, 1963 due Apr. 1, 1976 3 1/4%	89/99	11	1,000				$ 11,000.00
							$ 11,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 11, 1976

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attention Donald Kane

Gentlemen:

Enclosed are State Treasury Department Safekeeping Receipts Nos. 2024, 2025, 2027, 2028, 2029, and 2030, all dated February 11, 1976 totaling $88,000.00 crediting State Highway Contract No. 7937.

State Treasury Department Safekeeping Receipts Nos. 1149, 1216, 1217, 1218, 1219, 1468, 1469, and 1571 have all been cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

cr

Enclosures

cc: State Highway Division; Attn. Janice Peterson

COPY

7937

13

bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett
File Copy

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 6, 1976

U. S. National Bank
Main Branch
PO Box 4412
Portland, OR 97208

Attn: Jean VanScoy

Re: Gordon H. Ball, Donald M. Drake
Contract 7741, 7866, 7937

We received your safekeeping receipt #205950, covering TCD 4 213573, $422,000 to be used as deposits in lieu of retainage by Donald M. Drake. This replaces TCD 4 210638, $727,000 which has matured. A copy of safekeeping receipt 205647 for the matured security is enclosed.

The amounts of the new security deposit, the matured security and net increase (decrease) deposited in lieu of retainage are as follows:

Contract	New Deposit	Matured Deposit	Net Increase (Decrease)
7741	$ 5,000	$ 39,000	$(34,000)
7866	14,000	202,000	(188,000)
7937	403,000	486,000	(83,000)
Total	$422,000	$727,000	$(305,000)

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Donald M. Drake Co.
Enclosure

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

February 3, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205950 covering $422,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit i n n/o Donald M. Drake Co. & State of Oregon--Contracts #7937, #7741, #7866, which is assigned to the Oregon State Highway Division. This C/D represents $5,000.00 on Contract #7741, $14,000.00 on Contract #7866, $403,000.00 on Contract #7937.

This C/D partially renews Safekeeping Receipt #205647 in the amount of $727,000.00 which matured on 2/3/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

CC: Donald M. Drake Company

RECEIVED
FEB 05 1976
CONTRACT ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205950

DATE 2/3/76

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 113-340

☐ CR. SVNG. Acc't

☐ Remit

For The Acct. of
Donald M. Drake Company
1740 NW Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$422,000.00	USNB of Oregon Nonnegotiable Time C/D 4.625% Dated 2/3/76 Due 3/4/76 Interest At Maturity Cert. 4 213573 @ 422M; N/O Donald M. Drake Co. & State of Oregon "Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division." (Contract #'s 7937,7741,7866) CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

7937

1859

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 4, 1976

Oregon State Treasurer
Room 103 Capitol Building
Salem, OR 97310

Attention: Emily Rohde

Re: Donald M. Drake Co.
Contracts 7741, 7866, 7937

Retainage requirements on contracts 7741 and 7866 have been reduced. Therefore, the following bonds deposited in lieu of retainage by Donald M. Drake Co. can be transferred to contract 7937:

Contract 7866:

S/K #	Description	Bond Nos.	Amount
1149	Nyssa	5-8	$ 20,000
1571	City of Baker	646-657	12,000
1216	Marion County	69-70, 87-88	20,000
1217	Pendleton	170-182	13,000
1218	Clairmont Water District	13-16	20,000
1219	Clairmont Water District	7-9	15,000

Contract 7741:

S/K #	Description	Bond Nos.	Amount
1469	N. Roseburg Sanitary Dist.	89-99	11,000
			$111,000

V. E. Skoog, Controller

by
Janice Peterson
Contract Payments Executive

JP:njc

cc: Donald M. Drake Co.
bc: C. W. Head, J. Bond, R. Church, C. Barrett

Form 81-734-3122

7937

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

January 14, 1976

FILE: CON 5

M B Smith

FROM: M. B. SMITH
Region Office Engineer

SUBJECT: Letter of Complaint,
Victor Seger
Assignment No. 1123

TO: R. L. SCHROEDER
Assistant State Highway Engineer
Right of Way and Development

NOTED
E. S. HUNTER

The drive as referred to in Mr. Seger's letter of complaint is part of an obligation of the Highway Division to construct a driveway as part of the current South Tigard Interchange - East Portland Freeway Section of I-5, Contract No. 7937.

The complaint was further assigned to Maury Payne, Resident Engineer on Contract 7937. A letter of investigation from his office is attached. Hopefully this should settle the matter.

1128-S
485-H

RECEIVED
STATE HWY ENGR
JAN 15 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

MBS/lms
Attachment

NOTED
R. L. SCHROEDER

RECEIVED
JAN 15 1976
Office of
Assistant State Highway Engineer

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Tigard, Oregon

OE RE RME RCE FAE
TE RECEIVED RSM
UE JAN 14 1976 RSC
SO REGION I RBI
ENV LOC

DATE Jan. 13, 1976

TO Mr. Edward L. Hardt
Regional Engr.

FROM Maurice D. Payne
Res. Engr.

SUBJECT Condition of private driveway
in relation to Court Settlement.
Carman Drive in Lake Oswego
R/W File No. 46012

I talked to Mr. Seger via telephone, this date in reference to subject matter.

Mr. Seger was under the impression that all construction has been completed in this area with the exception of building the driveway into his property. I assured him we had not forgotten our obligation to construct the driveway.

The question of raising Carman Drive was discussed and where measurements are taken was explained. He had measured the elevation from the center of Carman Drive, the testimony given in court proceedings refered to the elevation along the shoulder line. He agreed then that the roadway was the same elevation as explained in court. The portion of driveway that was craked by a roller is within the area that was to be removed and replaced to accomodate the planned grade onto Carman Drive.

Our contractor has been instructed to place approximately 4 cu. yds. of fine material over the driveway area in order to firm up the surface. It appears all of the fines in the rock has sifted down leaving the top rocks loose which is normal for gravel surfaces.

I gave Mr. Seger our phone number and address so he can direct any other correspondance he may have to this office.

Maurice D. Payne
Res. Engr.

by

R.L. Banzer
Ass't. Res. Engr.

RLB/rwt

cc: file

Victor Seger & Co.

01275 S.W. MARY FAILING DR.
PORTLAND, OREGON 97219
503 – 636-6149

January 6, 1976

Highway Dept
State Of Oregon
Salem, Oregon

RE: 6249 SW Carman Dr
Lake Grove, Oregon

Dear Sir:

Two years ago you tried to steal the frontage of my property addressed above.

I went to court and the jury provided me with almost 4 times the pittance you offered.

As part of the settelment the State of Oregon agreed to replace the driveway with the same type of concrete driveway they covered over raising the street.

The house still has gravel driveway which is very dangerous to come up and onto a fast street from.

Your roller machine has badly cracked my portion of the concrete drive which you did not buy.

You have raised Carman Dr higher than you told me and guaranteed by your court testemony you would.

While I have tried to be most reasonable with the Highway Department I am sick and tired of the failure to carry out your part of the court settelement.

This is the 10 day notice to complete the repairs and take care of all problems concerning the driveway or I am going to file suite.

Copy To Barrie
1-8-76

ESH
cy TBK

NOTED
R. L. SCHROEDER

RECEIVED
JAN 7 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 7 '76
REFER TO
Schroeder
FOR
Info | Inves | R/D | D/R ✓ | Sign | Act | File

Victor Seger & Co.

01275 S.W. MARY FAILING DR.
PORTLAND, OREGON 97219
503 – 636-6149

Jan 6, 1976
Statesof Oregon
Dept of Highway
Page 2

My plan is to not only file for the failure to complete but to go after each and every board memeber for punitive damages.

I am sure you realise that any jury award will come out of your own pockets.

This is the the last time I will contact you as I learned that to get your attention you have to be brought before a judge.

Sincerely,

Victor Seger

VS/rk
Copy Burns and Lock PC
Eric Larsen Attny

RECEIVED
STATE HWY ENGR
JAN 7 '76
REFER TO
FOR
Info Invs R/D D/R Sign Act File

1

1-1-76

TRANSMITTAL SLIP

DATE 1/5/75 76

BALDWIN
KLABOE
JOHNSON
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL

CITY-COUNTY
[✓ CONSTRUCTION]
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES

MATERIALS
PARKS
PERMITS & WEIGH
PERSONNEL
PLANNING
PROJECT MANAGEMENT
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION ☐

ATTENTION: John Bond

FROM: Cec Head

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

RECEIVED
JAN 7 1976
CONSTRUCTION SECTION

Routing
Keasey
Bond
Jackmond
Harwood
Johnson
Walker
Richards
Glenn
Berg

COMMENTS Do you have them listed as a sub on any active contracts?

FORM 81-734-3100 SP*10283-734

#7737

TRANSMITTAL SLIP

DATE

BALDWIN
KLABOE
JOHNSON
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL

CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES

MATERIALS
PARKS
PERMITS & WEIGH
PERSONNEL
PLANNING
PROJECT MANAGEMENT
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

[✓ SECRETARY]
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION ☐

ATTENTION: Cecil Head

FROM: Constr.

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☑ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS Target is a subcontractor on:
7977, N. Lagoon Ave-Pac. Hwy, Hannan Bros.
7937, S. Tigard - E. Aldtrwy, Drake
7660, Causey - Gladstone, Gordon Ball

WR

FORM 81-734-3100 SP*10283-734

DATE 1/5/75
76

MATERIALS
PARKS
PERMITS & WEIGH
PERSONNEL
PLANNING
PROJECT MANAGEMENT
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION ☐

Bond

Head

TION

☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

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Richards
Glenn
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ON

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SP*10283-734

TRANSMITTAL SLIP

DATE

BALDWIN
KLABOE
JOHNSON
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL

CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES

MATERIALS
PARKS
PERMITS & WEIGH
PERSONNEL
PLANNING
PROJECT MANAGEMENT
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

[✓ SECRETARY]
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION ☐

ATTENTION: Cecil Head

FROM: Constr.

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☐ ~~TAKE APPROPRIATE ACTION~~
☑ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS Target is a subcontractor on:
7977, N. Lagoon Ave - Pac. Hwy, Hannan Bros.
7937, S. Tigard - F. Aldtwy, Drake
7660, Causey - Gladstone, Gordon Ball

FORM 81-734-3100
WR
SP*10283-734

TRANSMITTAL SLIP

DATE 1/7

BALDWIN
KLABOE
JOHNSON
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL

CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
[✓ FINANCE]
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES

MATERIALS
PARKS
PERMITS & WEIGH
PERSONNEL
PLANNING
PROJECT MANAGEMENT
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION ☐

ATTENTION: Dick Hack

FROM: Cec Head

ACTION

no A/P record

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

OVER

COMMENTS Does Target Dredging & Piledriving owe the Hwy. Div. any money ? ceh.

FORM 81-734-3100
SP*10283-734

Cec 1/9/75
76

No record of any outstanding receivables for this firm.

NOTED
C. W. HEAD H

In re)
)
TARGET DREDGING AND) BANKRUPTCY NO. B75-3676
PILEDRIVING CO., an)
Oregon Corporation) NOTICE TO CREDITORS
)
Bankrupt)

Notice is hereby given that Robert Butts, Receiver has applied to the court for authority to reject executory contracts betwe the bankrupt and Weyerhaeuser Company as follows:

1. Contract C-5-74 (with supplement) a piece rate contract for dredging and main cargo dock dredging, said contract being approximately 80% complete and upon which there is now due by reason of progress billings, $15,725.13.

2. Contract C-743-75 for rebuilding perimeter boom, contrac amount $53,080.00, contract approximately 20 to 35% complete.

3. Contract C-150-75 for rebuilding chip export dock for amount of $112,985.00. Contract 25 to 30% complete. There is now due $5,931.71 for progress billing.

Receiver's application recites that the cost of completing the contracts is equal to or in excess of the contract prices; that Weyerhaeuser is negotiating with BDR Corporation to complete the contracts for the contract prices. Weyerhaeuser has indicated that th will not offset any damages on said interests against the amounts currently due to Target. An order has been entered authorizing the Receiver to reject said contracts subject to notice to creditors and subject to approval by the Trustee.

Any objection to the rejection must be made before the undersigned Bankruptcy Judge on January 15, 1976 at 9:30 o'clock, a.m., Courtroom No. 2, Pioneer Courthouse, S.W. 6th & Morrison, Portland, Oregon. Barring any objections it is anticipated that the Trustee will approve the rejection.

HENRY L. HESS, JR.
Bankruptcy Judge
313 Pioneer Courthouse
Portland, Oregon 97204

RECEIVED
STATE HWY ENGR
JAN 2 '76
REFER TO
FOR
Info Inves R.D. D.R. Sign Act

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

In re TARGET DREDGING AND PILEDRIVING CO., an Oregon Corporation Bankrupt	BANKRUPTCY NO. B75-3676 NOTICE TO CREDITORS

Notice is hereby given that Robert Butts, Receiver has applied to the court for authority to reject executory contracts betwe the bankrupt and Weyerhaeuser Company as follows:

1. Contract C-5-74 (with supplement) a piece rate contract for dredging and main cargo dock dredging, said contract being approximately 80% complete and upon which there is now due by reason of progress billings, $15,725.13.

2. Contract C-743-75 for rebuilding perimeter boom, contrac amount $53,080.00, contract approximately 20 to 35% complete.

3. Contract C-150-75 for rebuilding chip export dock for amount of $112,985.00. Contract 25 to 30% complete. There is now due $5,931.71 for progress billing.

Receiver's application recites that the cost of completing the contracts is equal to or in excess of the contract prices; that Weyerhaeuser is negotiating with BDR Corporation to complete the contracts for the contract prices. Weyerhaeuser has indicated that th will not offset any damages on said interests against the amounts currently due to Target. An order has been entered authorizing the Receiver to reject said contracts subject to notice to creditors and subject to approval by the Trustee.

Any objection to the rejection must be made before the undersigned Bankruptcy Judge on January 15, 1976 at 9:30 o'clock, a.m., Courtroom No. 2, Pioneer Courthouse, S.W. 6th & Morrison, Portland, Oregon. Barring any objections it is anticipated that the Trustee will approve the rejection.

HENRY L. HESS, JR.
Bankruptcy Judge
313 Pioneer Courthouse
Portland, Oregon 97204

TARGET DREDGING & PILEDRIVING CO., an Oregon Corporation

Bankrupt*

Bankruptcy No. B75-3676
Fed. I.D. No. 93-0549659

RECEIVED
STATE HWY ENG
JAN 2 '76
REFER TO
FOR

Info	Inves	R/D	O.R	Sign	Act

ORDER FOR FIRST MEETING OF CREDITORS AND FIXING TIMES FOR FILING OBJECTIONS TO DISCHARGE AND FOR FILING COMPLAINT TO DETERMINE DISCHARGEABILITY OF CERTAIN DEBTS, COMBINED WITH NOTICE THEREOF AND OF AUTOMATIC STAY

To the bankrupt, ~~his~~ its creditors, and other parties in interest:

TARGET DREDGING & PILEDRIVING CO of** 12411 N. Portland Rd., Portland Oregon having been adjudged a bankrupt on a petition filed by ~~[or against]~~ him on November 20, 1975

It is ordered, and notice is hereby given, that:

1. The first meeting of creditors shall be held at Courtroom No. 2, Pioneer Courthouse Portland, Oregon on January 15, 1976, at 9:30 o'clock a.m.

2. The bankrupt shall appear in person [or, if the bankrupt is a partnership, by a general partner, or, if the bankrupt is a corporation, by its president or other executive officer] before the court at that time and place for the purpose of being examined.

3. March 15, 1976 is fixed as the last day for the filing of objections to the discharge of the bankrupt.

4. March 15, 1976 is fixed as the last day for the filing of a complaint to determine the dischargeability of any debt pursuant to § 17c(2) of the Bankruptcy Act.

You are further notified that:

The meeting may be continued or adjourned from time to time by order made in open court, without further written notice to creditors.

At the meeting the creditors may file their claims, elect a trustee, elect a committee of creditors, examine the bankrupt as permitted by the court, and transact such other business as may properly come before the meeting.

As a result of this bankruptcy, certain acts and proceedings against the bankrupt and his property are stayed as provided in Bankruptcy Rules 401 and 601.

If no objection to the discharge of the bankrupt is filed on or before the last day fixed therefor as stated in subparagraph 3 above, the bankrupt will be granted his discharge. If no complaint to determine the dischargeability of a debt under clause (2), (4), or (8) of § 17a of the Bankruptcy Act is filed within the time fixed therefor as stated in subparagraph 4 above, the debt may be discharged.

In order to have his claim allowed so that he may share in any distribution from the estate, a creditor must file a claim, whether or not he is included in the list of creditors filed by the bankrupt. Claims which are not filed within 6 months after the above date set for the first meeting of creditors will not be allowed, except as otherwise provided by law. A claim may be filed in the office of the ~~undersigned~~ bankruptcy judge on an official form prescribed for a proof of claim.

Unless the court extends the time, any objection to the report of exempt property must be filed within 15 days after the report has been filed.

Dated: December 31, 1975.

Bankruptcy Judge
313 Pioneer Courthouse
Portland, Oregon 97204

---

*Include all names used by bankrupt within last 6 years.

**State post-office address.

B.O.F. 190

UNITED STATES DISTRICT COURT

for the .... District of OREGON

In re

TARGET DREDGING & PILEDRIVING CO., an Oregon Corporation

Bankrupt*

Bankruptcy No. B75-3576
Fed. I.D. No. 93-0549659

RECEIVED
STATE HWY ENGR
JAN 2 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ORDER FOR FIRST MEETING OF CREDITORS AND FIXING TIMES FOR FILING OBJECTIONS TO DISCHARGE AND FOR FILING COMPLAINT TO DETERMINE DISCHARGEABILITY OF CERTAIN DEBTS, COMBINED WITH NOTICE THEREOF AND OF AUTOMATIC STAY

To the bankrupt, ~~his~~ its creditors, and other parties in interest:

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If no objection to the discharge of the bankrupt is filed on or before the last day fixed therefor as stated in subparagraph 3 above, the bankrupt will be granted his discharge. If no complaint to determine the dischargeability of a debt under clause (2), (4), or (8) of § 17a of the Bankruptcy Act is filed within the time fixed therefor as stated in subparagraph 4 above, the debt may be discharged.

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Unless the court extends the time, any objection to the report of exempt property must be filed within 15 days after the report has been filed.

Dated: December 31, 1975

7937

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 6, 1976

U. S. National Bank of Oregon
Main Branch
PO Box 4412
Portland, OR 97208

Attention: Jean Van Scoy

Re: Donald M. Drake, Contract 7741 & 7937
Gordon H. Ball, Contract 7866

We received your safekeeping receipt #205647 covering certificate of deposit # 4 210638, $727,000, to be used as a deposit in lieu of retainage on our contracts with Gordon H. Ball, Inc. and Donald M. Drake Co.

The above certificate replaces matured certificates # 4 199142, (safekeeping receipt 204783, $341,000), # 4 207390, (safekeeping receipt 205429, $260,000), #4 201908 (safekeeping receipt 205117, $100,000). The safekeeping receipts for the matured certificates are enclosed.

The amounts currently deposited in lieu of retainage, the amounts of the matured certificates, and the net increase deposited in lieu of retainage on the contracts are as follows:

Contract	Current Certificate	Matured Certificate	Net Increase
7741	$ 39,000	$ 39,000	$ 0
7866	202,000	201,000	1,000
7937	486,000	461,000	25,000

Vernon E. Skoog
Controller

NOTED
C. W. HEAD

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Donald M. Drake Co.
Gordon H. Ball, Inc.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-734-3122

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

55

RECEIPT NO. 205647

DATE January 2, 1976

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 113-340

☐ CR. SVNG. Acc't

☐ Remit

For The Acct. of

Donald M. Drake Company
1740 NW Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$727,000.00	USNB of Oregon Nonnegotiable Time C/D	5.25%
	Dated 1/2/76 Due 2/3/76	
	Interest at Maturity	CUSIP
	Ctf. No. 4 210638 @ 727M: n/o Donald M. Drake Co. & State of Oregon	
	"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division." (Contract #'s 7937,7741,7366)	

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2489 4/76 ENV. 31-329 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

January 2, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205647 covering $727,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Donald M. Drake Co. & State of Oregon--Contracts #7937,7741, 7866, which is assigned to the Oregon State Highway Division. This C/D represents $486,000.00 on Contract #7937, $202,000.00 on Contract #7866, $39,000.00 on Contract #7741.

This C/D renews Safekeeping Receipt #204783 in the amount of $341,000.00, Safekeeping Receipt #205117 in amount of $100,000.00, and Safekeeping Receipt #205429 in amount of $260,000.00 which matured on 1/2/76.

Very truly yours,

Jean Van Scoy
Safekeeping Officer

RECEIVED
JAN 05 1975
CONTRACT ACCOUNTING

JVS:ea

Enc.

cc: Donald M. Drake Co.

7937

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

December 5, 1975

U. S. National Bank Of Oregon
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

Re: Gordon H. Ball, Contract 7866
Donald Drake, Contract 7937 & 7741

We received your safekeeping receipt 205429 covering TCD # 4 207390, $260,000, to be used in lieu of retainage on our contracts 7741 and 7937 with Donald M. Drake Company and 7866 with Gordon H. Ball. We enclose safekeeping receipt 205156 for TCD #4 201947, $209,000, which has matured. We have instructed the State Treasurer's office to return Beaverton bonds ($20,000) due December 15, 1975. The allocation of the deposits in lieu of retainage for the new certificate and the matured securities is as follows:

Contract	Current Deposits	Matured Securities	Net Increase (Decrease)
7741	$ 19,000	$ 20,000	($1,000)
7866	40,000	38,000	2,000
7937	201,000	171,000	30,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Donald M. Drake
Gordon H. Ball
Oregon State Treasurer

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 226-3991

December 3, 1975

~~Mr. Dick Hacek~~
~~Highway Division~~
~~State of Oregon~~
~~Salem, Oregon 97210~~

Dear Mr. Hacek:

We will place in safekeeping today a $260.000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

38,000 205156
171,000

$ 19,000	Contract #7741	Powell Street
40,000	Contract #7866	Woodburn-Hayesville
201,000	Contract #7937	S. Tigard

Credit the $40,000 amount to the account of Gordon H. Ball Company, Inc.

In addition, we are requesting that Emily Rhode return to us the following municipal bonds:

Beaverton 12-15-75	#7741	$20,000

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

RECEIVED
DEC 4 1975
CONTRACT ACCOUNTING

DBK:cd

cc: Mr. C. E. Payton, P. O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949, S. W. Pacific Hwy., Tigard, Oregon 97223
✓Highway Division, Attn: Janice Peterson, Salem, Oregon 97310
Ms. Emily Rhode, Treasury Department, Salem, Oregon 97310
Gordon H. Ball Company, Inc. Box 897, Renton, Washington 98055

INCORPORATED JANUARY 2 1973

US BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

December 3, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205429 covering $260,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Donald M. Drake Company which is assigned to the Oregon State Highway Division. This C/D represents $19,000.00 on Contract#7741, $40,000.00 on Contract #7936, and $201,000.00 on Contract #7937.

This C/D renews Safekeeping Receipt #205156 in amount of $209,000.00 which matured 12/3/75.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea

Enc.

cc: Donald Drake Company

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205429

DATE 12/3/75

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 113-340

☐ CR. SVNG. Acc't

☐ Remit

For The Acct. of
DONALD M. DRAKE COMPANY
1740 NW Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit Depart

$260,000.00	USNB of Oregon Nonnegotiable Time C/D 5% Dated 12/3/75 Due 1/2/76 Interest Payable At Maturity Cert. #4 207390 @ 260M; n/o Donald M. Drake Co. & State of Oregon

CUSIP

M Schuening

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-8600 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

7937

I-5

07937

Salem, Oregon
November 14, 1975

DNStoudenmeyer
D. N. Stoudenmeyer
Preliminary Design Supervisor

E. L. Hardt
Region 1 Engineer

S. Tigard Intchg.-East Portland Frwy.
Pacific Highway
Washington & Clackamas Counties

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 9 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Attached are copies of correspondence from J. B. Boyd concerning a proposal to revise the access to the VIPS complex at Lower Boones Ferry Interchange. Please study this proposal and make whatever recommendation you feel advisable. Apparently plans could be changed at the present stage of the contract.

OE RE RME RCE FAE
TE RSM
UE RSC
SO RBI
ENV LOC

RECEIVED
APR - 6 1976
REGION 1

DNS:jh
cc: J. B. Boyd

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 14 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Marion: Maury was working on this.
What's happened to it?

The County and all businesses in the area Ely
affected were contacted & a plan worked out that was
acceptable to them. Work will start soon. M. C.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE November 12, 1975

TO Hal Versteeg
Road Design Engineer

FROM J. B. Boyd
Right of Way Engineer

J B Boyd

SUBJECT Access Request
Lower Boones Ferry Interchange
Pacific Highway

The President of VIPS Restaurant, Mr. Bob Smith, contacted me recently regarding what he thought was a problem in their access at this interchange. I requested Mr. Adrian Olson of your staff to review it.

He prepared a rough design that is more acceptable to the Restaurant, and I believe a better design considering the area involved and how it is developing. A copy of Mr. Smith's letter to me with the design sketches prepared by Mr. Olson's staff and a picture showing the existing conditions are included for your information.

Consideration of this request I believe is in order. The general configuration of the connection to the RLS line could be moved to improve the skew and also provide a larger area to be sold in the future as surplus property. I do not believe that this would in any way change Mr. Smith's letter.

JBB:lb

cc: Ed Hardt.

1 Versteeg
2 A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
NOV 12 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

To Hardt for comments and/or design change
[illegible]

VIP'S

RESTAURANTS*INC.

November 11, 1975

Mr. Jay Bruce Boyd, P.E.
Right of Way Engineer, Highway Division
Department of Transportation
117 State Highway Building
Salem, Oregon 97310

Dear Mr. Boyd:

Please find enclosed a copy of the new Lake Oswego interchange plan presently under construction. The plan has been modified by the Highway Division Design Section from the original which will result in handling the traffic in a safer, more rapid and less confusing manner.

We are very concerned with the present design and feel it is inadequate to handle approximately 1800 cars per day which enters the service station, restaurant and motel development. The problems that would be caused by the original design would be compounded during summer months when traffic increased and many motorist who are unfamiliar with the interchange will be traveling. I can foresee traffic backing up across Lower Boones Ferry Road creating serious safety problems as well as substantial loss of business.

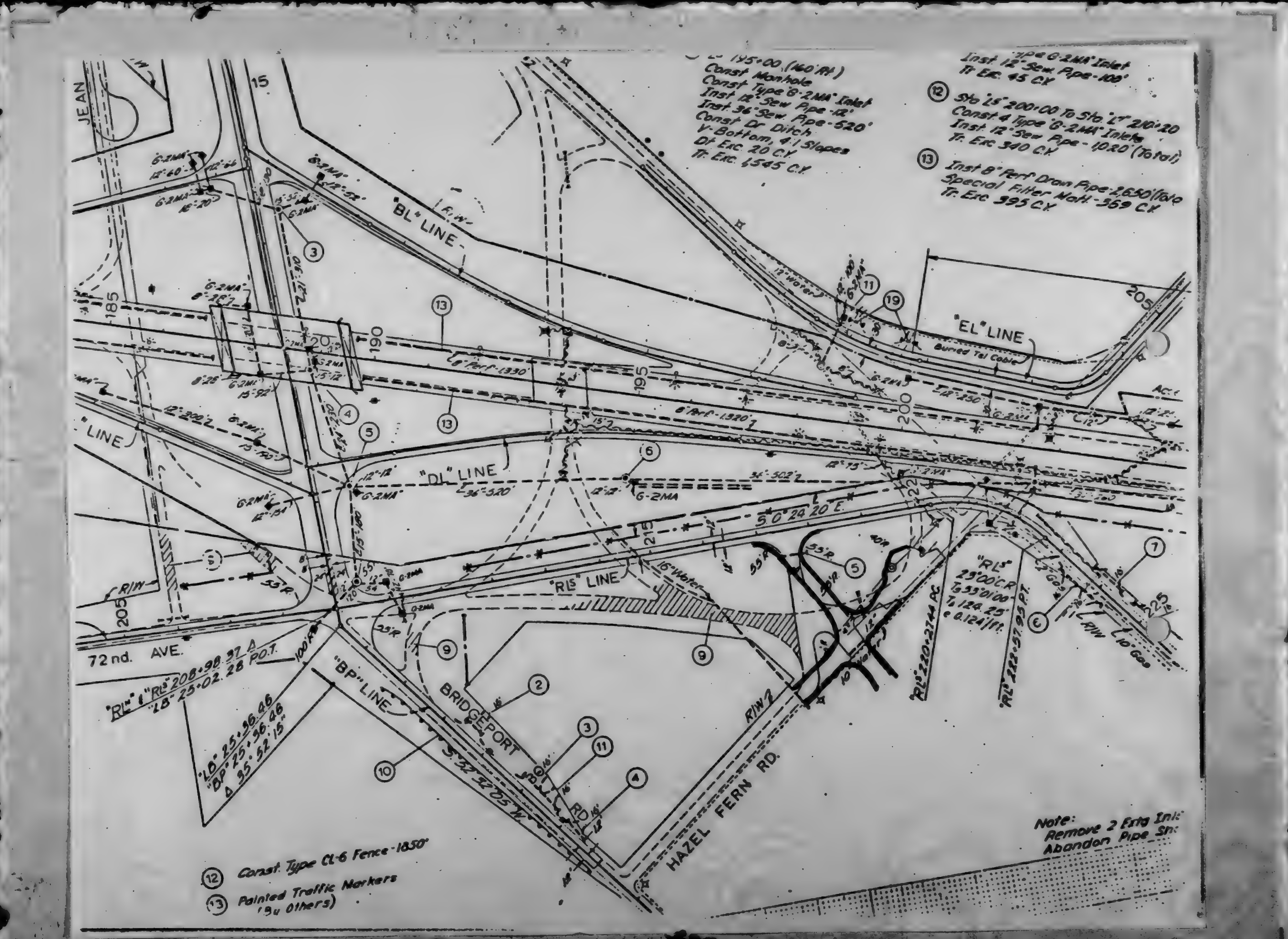
From the standpoint of safety and also protecting our approximately $1,450,000 investments we are very much in favor of the revised design and sincerely hope your division will construct the modified design. Please don't hesitate in contacting myself or Bob Altman if we can help in any way.

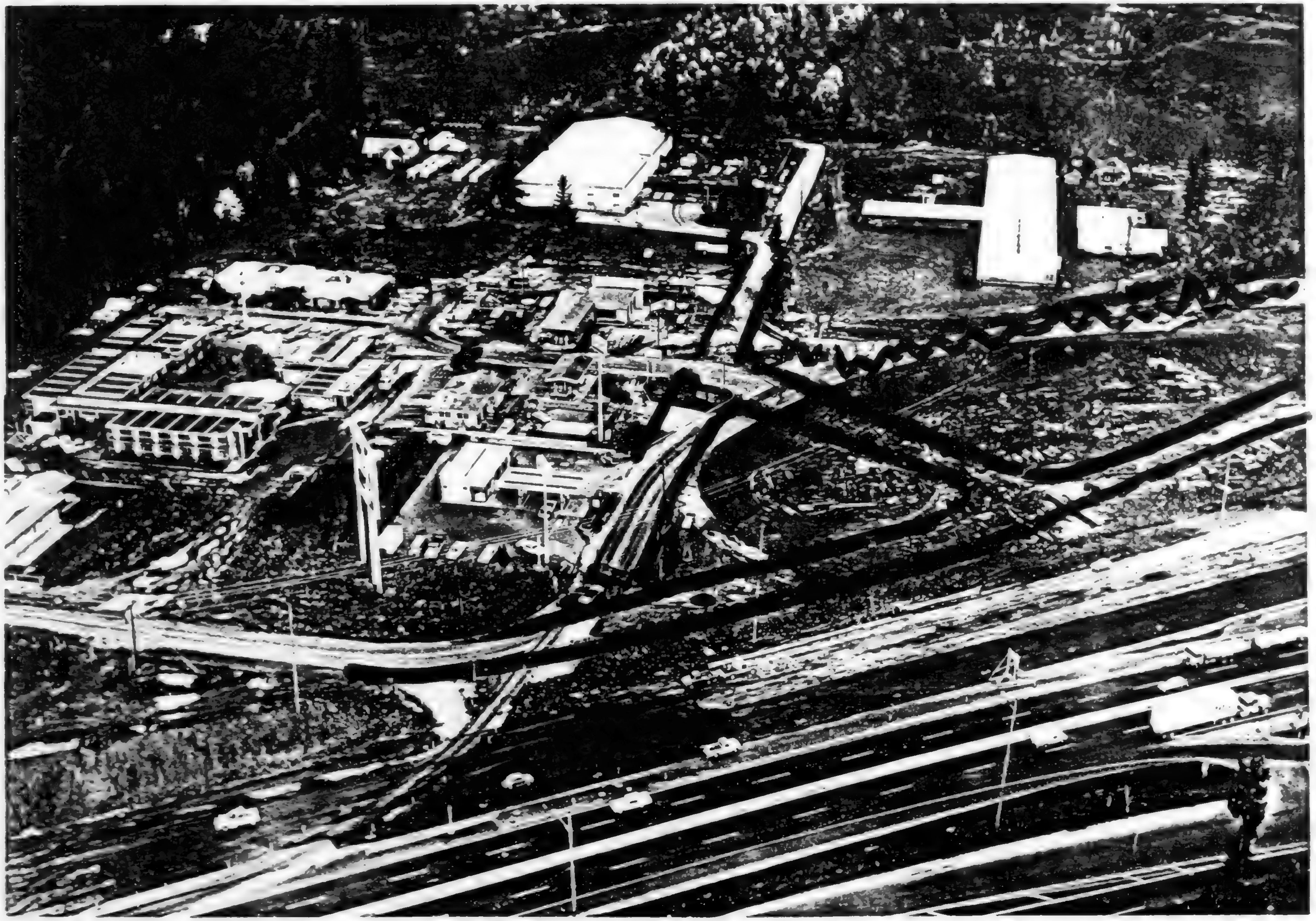
We will remove the existing landscaping and replace that which is necessary after the roadway work is complete.

Yours truly,

Bob L. Smith

BLS:je
encl.


"L" 195+00 (160' Rt.)
Const Manhole
Const Type "G-2MA" Inlet
Inst 12" Sew Pipe-12'
Inst 36" Sew Pipe-520'
Const Dr Ditch
V-Bottom, 4:1 Slopes
Dt Exc 20 C.Y.
Tr. Exc. 1545 C.Y.
Type G-2MA" Inlet
Inst 12" Sew Pipe-109'
Tr Exc 45 C.Y.
⑫ Sta "L" 200+00 To Sta "L" 210+20
Const 4 Type "G-2MA" Inlets
Inst 12" Sew Pipe-1020' (Total)
Tr. Exc 340 C.Y.
⑬ Inst 8" Perf Drain Pipe-2,650' (Tota
Special Filter Mat'l-369 C.Y.
Tr. Exc 395 C.Y.
JEAN
15
185
190
195
200
205
215
22
225
"BL" LINE
"EL" LINE
Buried Tel Cable
"DL" LINE
"RLs" LINE
"BP" LINE
"L" LINE
72nd. AVE.
BRIDGEPORT RD
HAZEL FERN RD.
R/W
8" Perf-1330'
8" Perf-1320'
36"-520'
36"-502'
12" Water
16" Water
10" Gas
S 0°24'20" E
S 32°32'05" W
"RLs" 25°00' C.R.
T 33°01'00"
T 124.25'
e 0.124'/ft.
"RLs" 220+27.44 PC
"RLs" 222+57.93 P.T.
"RL" & "RLs" 208+98.37 Δ
"LB" 25+02.28 P.O.T.
"LB" 25+36.46
"BP" 25+36.46
Δ 35°52'15"
100'R
55'R
25'R
G-2MA
⑫ Const Type CL-6 Fence-1830'
⑬ Painted Traffic Markers (By Others)
Note:
Remove 2 Exta Inl
Abandon Pipe Sn



9931

November 11, 1975

Ms. Carol A. Barnes
6814 SW Florida
Portland, OR   97219

Dear Ms. Barnes:

I have your recent letter which expresses your concern for traffic conditions on I-5 between the Tigard exit and Wilsonville. I have had the Highway Division investigate your complaint and they tell me that the section of I-5 between the South Tigard Interchange and the I-205 Interchange is presently being rebuilt to a six-lane freeway. This requires that traffic be "staged", or shifted back and forth on the highway, in order to allow for construction and still keep the highway open to traffic. This results in curvature on the highway which is sharper than the motorist expects on an Interstate freeway and also results in exits and entrances that are not in their usual places.

314-H

As soon as the weather permits, the Highway Division plans to stripe this section of highway with reflectorized paint. In addition, they will install reflectorized traffic buttons on the center stripe and on the line next to the concrete median barrier on the curved sections of the roadway. These efforts, together with the overhead illumination presently on the highway, should provide a safe facility.

Thank you for your interest in highway safety.

Sincerely,

Governor

RWS:ky

bcc: Department of Transportation

G. M. Baldwin
E. S. Hunter
H. S. Coulter
Ed Hardt

ESC:dpy
(Preapred for the Governor's signature subject to his approval.)

003246

DOT

Please prepare draft reply
for Governor's signature
by 11-10

Thank you.

5814 S.W. Florida
Portland, Oregon 97219

October 28, 1975

RECEIVED
OCT 30 1975
Governor's Office

Dear Govenor Straub:

As a company minded employee of Tektronix's new million dollar industrial plant in Wilsonville, I sincerely thank you for the praises you lavished on us during our dedication ceremonies October 17th.

Tektronix's eight hour day shift is from 6:00 to 2:30 for most production employees, which means we must drive from our homes to Wilsonfille in darkness. The current combination of darkness and torrential rains make driving extremely hazardous. As you know, I-5 is still under construction at various points, and it is at one of these points, leaving the Tigard exit to enter I-5, and four miles further south toward Wilsonville, that multi-car accidents are just waiting to happen. Traffic lanes are extremely narrow in this four mile section of Interstate 5, and when semi-trucks pass us and throw road oil on our windshields, that additional factor added to the darkness and torrential rain, brings our visibility to near zero.

For better visibility, couldn't reflectorized paint be used to restripe the lane margins? And to improve this section of I-5 100%, couldn't the round, raised, lane divider guides be put both on the inside lane next to the cement wall and on the outside lane next to the shoulder, to warn motorists of immediate danger?

The state highway department has been extremely negligent in this matter, and corrective measures need to be taken immediately to prevent crippling, killing, subsequent higher insurance rates, etc. A concerned govenor like yourself can take action NOW.

Sincerely yours,

Carol A. Barnes

Carol A. Barnes

RECEIVED
STATE HWY ENGR
NOV 3 '75
REFER TO
FOR

Info	Inves	R.C	D R	Sig	Act	File

RECEIVED
NOV 3 1975
OFFICE
DIRECTOR of TRANSPORTATION

7937

45

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 5, 1975

U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

Attn: E. F. Koch

Re: Donald M. Drake, Cont. 7937
Gordon H. Ball, Cont. 7866

We received your safekeeping receipt 205156, $209,000, covering TCD 201947. We presume this replaces safekeeping receipt 204914, TCD 201753, $209,000, which was matured. There is no change on the amounts deposited on contracts 7866 and 7937.

Enclosed please find the safekeeping receipt for the matured certificate.

Vernon E. Skoog
Controller

by JP

Janice Peterson
Contract Payments Executive

JP/az

cc: Donald M. Drake

MAILED
[illegible]

Form 81-734-3122

7937

75

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett

October 30, 1975

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attn: E. F. Koch

We received your safekeeping receipt # 205117 covering TCD 4 201908, $100,000, to be used as a deposit in lieu of retainage. The State Treasurer is returning $80,000 in bonds at the request of the contractor.

The allocation of the TCD, the returned bonds, and the net increase on each contract are as follows:

Contract	Current Deposit	Returned Deposit	Net Increase
7741	$20,000	$20,000	-
7866	60,000	40,000	$20,000
7937	20,000	20,000	-

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Donald M. Drake

US BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

October 27, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #205117 covering $100,000.00 USNB of Oregon Nonnegotiable Time Certificate of deposit on which is indicated the assignment to the Oregon State Highway Division.

This C/D represents contract #7741, #7866, #7937 for Donald M. Drake Company.

Very truly yours,

E.F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Enca

cc: Donald M. Drake Company

OCT 29
WAY ACCOUNTING

DMD DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 226-3991

October 24, 1975

Mr. Dick Hacek
Highway Division
State Of Oregon
Salem, Oregon 97310

RECEIVED
OCT 27 1975
Contract Acctg.

Dear Mr. Hacek:

We will place in safekeeping on October 27, 1975, a $100,000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

$20,000	Contract #7741	Powell Street
$60,000	Contract #7866	Woodburn-Hayesville
$20,000	Contract #7937	S. Tigard

Credit the $60,000 amount to the account of Gordon H. Ball Company, Inc.

In addition, we are requesting that Emily Rhode return to us the following municipal bonds:

	#7866	#7741
Deschutes 7/1/75	$40,000	$20,000
Clackamas 7/1/75	$20,000	

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

RECEIVE
OCT 27
WAY ACCOUNT

DBK:kw
cc: Mr. C.E. Payton, P.O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949 S.W. Pacific Hwy., Tigard, Oregon 97223
Highway Division, ATTN: Janice Peterson, Salem, Oregon 97310
Ms. Emily Rhode, Treasury Department, Salem, Oregon 97310
Gordon H. Ball Company, Inc. Box 897, Renton, Washington 98055

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **205117**

DATE 10/27/75

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 113-340

☐ CR. SVNG. Acc't

☐ Remit

For The Acct. of
Donald M. Drake Company
1740 N.W. Flanders St.
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$100,000.00	USNB of Oregon Nonnegotiable Time C/D Dated 10/27/75 Due 1/2/76 Interest at Maturity Cert. No. 4 201908 @ 100M n/o Donald M. Drake Company & State of Oregon # 7741 - 7866 - 7937	5.75% CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2400 4/73 ENV. 31-329 HEAD OFFICE PORTLAND

#7737

DATE October 24, 1975

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Oregon Project I-5-5(60)290
South Tigard-East Portland Freeway
Construction Inspection Report No. 5
Your Reference 1041DB/520.3

tracer in Res 5

Your recent correspondence suggested use of anchor lugs or expansion system as terminal treatment for continuously reinforced concrete pavements. We are presently considering a change, but do not belive it is appropriate for the southbound lanes on the subject project.

On the Ladd Canyon-North Powder Section of I-80N in Eastern Oregon, we have eliminated the anchor lugs adjacent to the bridge over Wolf Creek. Reports to date indicate that this treatment with only an expansion joint is functioning satisfactorily.

Prior to making a change in the design on the subject project, we think that further observation of the treatment in Eastern Oregon should occur. It is conceivable that prior to placing the northbound lanes on the subject project, a change in the terminal treatment could be considered. This would then provide excellent comparison in the movement under two systems.

For your information I am attaching copies of the comments received from our Design and Construction Sections responding to your suggestion. You will note that these two sections have somewhat different opinions.

HSC:ia

Att.

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
J. H. Versteeg
E. L. Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 17, 1975

FROM: J. H. Walker
Quality Control Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Terminal Anchors or Expansion Joints on Continuously Reinforced Concrete Pavement

I have for a long time thought that the State's method of treatment at the ends of continuously reinforced concrete pavement was in excess of that necessary. Originally we employed 4 lug type anchors to restrain the expansion in the concrete slabs. Our present design is 2 lug type anchors and 1 expansion type installation. The terminal expansion type joint allows movement of the pavement due to its expansion or contraction.

The lug type terminal anchor is embedded some 4 feet into the subgrade and its purpose is to restrain movement of the pavement slab during either expansion or contraction. Thus the pavement is in compression or tension during such periods. I feel this action over long extended periods of time may contribute as a factor in pavement failure. The efficiency of the lug type anchor is based on its restraint ability. This restraint is, in my opinion, controlled to a great degree by the type of material in which the anchor is placed, a stabilized rocky material should be more effective than a clay-silt type soil.

The terminal expansion type joint allows movement of the slab, thus minimizing the stresses in the pavement due to expansion and contraction which are encountered with the lug anchors. There is the possibility that the expansion joint system could somehow get plugged up and thus not function to its best efficiency.

You have asked my opinion as to which type end treatment is believed best.

It is thought that our present design is in excess of what is necessary for the terminal treatments for the continuously reinforced pavement and we are therefore paying for something more than needed.

It is my opinion that we could use either a 2 anchor lug system with a normal expansion joint at bridge end areas, or connections to rigid pavements, or we could also use a system of one terminal expansion joint system along with a normal expansion joint at a bridge or rigid pavement connection. If this system were used, it is thought the expansion area should be increased to a 2-inch space rather than a 1-inch as specified.

I would also increase the depth of the sleeper slab to 12 inches instead of 8 inches. As there is a problem in construction, it is thought we should consider cutting the longitudinal steel in the CRCP back an inch or two so it does not extend under the steel beam flange.

On the Ladd Canyon-North Powder Section at Wolf Creek, we have an installation on either side of the bridge which used one expansion joint only for terminal treatment. I contacted the Region and the Resident Engineer as to how this installation was performing. The report is that it is performing very well and has provided a smooth riding connection with no problems. While I have not inspected the installation recently, the ride across it is considered good.

JHW:fr

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE October 10, 1975

TO H. S. Coulter
Assistant State Highway Engineer

FROM J. H. Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT PCC Pavement
Terminal Treatment
Letter from FHWA dated October 1, 1975

The subject letter and our files relative to PCC Terminal Treatment have been reviewed and the following comments are offered:

1. From May, 1962 to May, 1973, our terminal treatment consisted of four anchors and one 3/4-inch conventional type expansion joint with dowel bars for load transfer.

2. In May, 1973, the expansion joint was changed from the type above described to the wide flange beam type. This type expansion joint provides for a one-inch expansion and eliminate the possible infiltration of incompressibles. No change was made in terminal anchors at that time. This change was made on Drawing 2070A after advertising of the S. Tigard Interchange-East Portland Freeway Section and the revised drawing was submitted to plan holders by addendum letter dated May 23, 1973.

3. In January, 1975, the terminal treatment was again changed by deletion of two of the four anchors. This change was made after a review of new literature on PCC pavement and a determination that the combination of the wide flange beam and four anchors was possible an "over-design". This design is in the plans for the S.E. Foster Road-S.E. Causey Avenue paving project which was contracted in March, 1975.

4. The reconstruction of an expansion joint is (a) very expensive; (b) a very dangerous operation bo th to the workmen performing the work and the traveling public; and (c) repairs have not been too satisfactory.

RECEIVED
OCT 13 1975
Office of
Assistant State Highway Engineer

5. One of the definitions of "rational" in the College Edition of Websters Dictionary is "not foolish or silly".

In reviewing again the matter of terminal treatments as set forth in both NCHRP Report #16 and FHPM 6-2-4-6, it is found a little difficult to totally agree with the "either" "or" interpreation as set forth in the FHWA Inspection Report. Our current design of the wide flange beam with accommodation for one-inch expansion together with two anchors is a compromise that we consider a rational design. With two anchors it is anticipated that approximately one-inch of expansion will occur and therefore wide flange expansion joint are required. In view of the undesirable consequences in the event of a joint blow-up as set forth in No. 4 above, it is felt that this terminal treatment is a rational design and that doing anything less and then standing aside to see what happens would not be a logical, prudent and rational engineering determination.

It is recommended that FHWA be requested to reconsider their recommendation for implementation of a change to delete the anchors as set forth in their October 1, 1975 letter. This matter might be a proper subject for a value engineering study at some future time and maybe this should be considered.

CGS:fw

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 1, 1975

In reply refer to: 1041DB/520.3

SUBJECT: Oregon Project I-5-5(60)290
South Tigard-East Portland Freeway
Construction Inspection Report No. 5

FROM : G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Attached is Construction Inspection Report No. 5 covering subject project.

The suggestions set forth in the second paragraph have considerable merit.

✓ A combination of anchor lugs and an expansion system is not rational. Use of the expansion system in lieu of the anchor lugs is endorsed by our Washington Office as the preferred terminal end system.

✓ In view of the Washington Office endorsement in combination with the apparent servings it is recommended that you give favorable consideration to implementation of the change on this project and in all future designs of continuously reinforced concrete pavement.

D.K. Hossner
for G. L. Green

Attachment
Rpt No. 5

cc w/cy att:
OSHD (C.T. Keasey, Const.)
OSHD (J. Walker, Const.)
OSHD (Don Adams, Reg 1)

RECEIVED
STATE HWY ENGR
OCT 2 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	[illegible]
					✓	

RECEIVED
OCT 3 1975
Office of
Assistant State Highway Engineer

Be careful on this one.
Just one broken piece (section)
needing replacement by maint
can cost you more than you save.

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-629

U DEPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 5	COUNTY Washington, Clackamas	DIVISION Oregon	
IN COMPANY WITH M. D. Payne, Res Engr, OSHD				
DATE OF INSPECTION 9-24-75	INSPECTION MADE BY W. N. Bryant, Area Engr		PROJECT NO. I-5-5(60)290	
QUALITY OF WORK* Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED 71 %	WORK COMPLETED 65 %

S TIGARD-E PORTLAND FREEWAY
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing, & Illumination

Work on this project continues to progress in a satisfactory manner will the overall workmanship considered very good. Since the last inspection the contracter has placed approximately 25 percent of the continuously reinforced concrete pavement (all in the SB lanes) with excellent results. While the profilograph readings have not yet been completed the overall riding quality of the surface is considered very good.

On September 2, PA #31 was approved which provided for the elimination of two (of the originally planned four) pavement terminal anchors resulting in an overall savings of $31,800. Both FHPM 6-2-4-6 and NCHRP Report #16 indicates that the terminal must be designed to either restrain the movement (anchors) or accommodate it (expansion system). The current State standard design requires both, an expansion system and two anchor lugs. Based on the above it would seem appropriate to eliminate the remaining two anchor lugs which would result in not only an additional savings of approximately $24,000, but more important, would provide an excellent opportunity to compare the two system types under similar conditions.

The contractor has the contour work pretty well completed in several interchange areas. In order to prevent serious erosion of these areas this fall and winter, erosion control measures should be undertaken immediately. A check with the landscape engineer revealed that a revised landscape plan for the areas is currently being prepared. The original preliminary plans included a large amount of shrub beds and groundcover. The revised plans will consist of mostly seeded areas and trees with shrub beds and groundcover areas being limited to only those areas that cannot be mowed. Considering past maintenance cost and problems encountered with weeding shrub beds the State is commended for this action.

Previous Editions of PR-33B Will Not Be Used.

7937

15

BC: C. W. Head
J. Bond
R. Church
C. Barrett

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING   SALEM, OREGON   97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 9, 1975

U. S. National Bank
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

Re: Donald M. Drake, Contract 7937
Gordon H. Ball, Contract 7866

We received a copy of your Safekeeping Receipt 204914, covering TCD 4 201753, $209,000, to be used as deposits in lieu of retainage on our contracts 7866 and 7937. The distribution of the $209,000 and the distribution of TCD 4 163661, $169,000, returned by the State Treasurer between the two contracts are as follows:

Contract	Current TCD	Matured TCD	Net Increase
7866	$ 38,000	$ 38,000	0
7937	171,000	131,000	$40,000
TOTAL	$209,000	$169,000	$40,000

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:pl

cc: Donald M. Drake

Form 81-734-3122

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 204914

DATE 10/2/75

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY: Time Deposit Dept.

For The Account of
DONALD M. DRAKE COMPANY
1740 N. W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

$209,000.00	USNB of Oregon Nonnegotiable Time C/D 6.125% Dated 10/2/75 Due 11/3/75 CUSIP Interest Payable At Maturity Cert. #4 201753 @ 209M; u/o Donald M. Drake Co. & State of Oregon 7866 & 7937

M Schuening

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-2499 4/74 ENV. 31-380 HEAD OFFICE PORTLAND

7937

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 3, 1975
Salem, Oregon

FILE: CON 7937

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. D. R. Adams
Region Construction Engineer

SUBJECT:

Illumination
S. Tigard Intch.-E. Portland Fwy. Intch.

Modification of the high mast lighting at the S. Tigard Interchange is required to accommodate the redesign of the interchange under the Kruse Way contract as pointed out in your letter of September 17.

Two high mast poles should be relocated for safety reasons. Tower No. 5 is located in the proposed island. Tower No. 3 is within 13 feet of the edge of pavement on the inside of the proposed new "BT 4" ramp. This is too close to traffic for safety. If the ramp could be relocated to about 50 feet away from Tower No. 3, the tower would not require relocation. This will make the illumination functional for the revised interchange.

New high mast luminaires are not required. However, re-orientation of the luminaires on the existing towers is required to cover the relocated ramps and ramp terminal.

The two new luminaires and poles proposed for use of Kruse Way traffic are easterly of the ramp terminals. They are placed to illuminate the manuevering area of the entrance of left turn slot. This will be a fringe area because of re-orientation of the luminaires on the tower. The channelization at this location is of the raised type. These poles can be installed at a later date as part of the Kruse Way illumination, if you so desire. This would allow all lighting on Kruse Way to be part of an integrated system.

We certainly did not intend to overlook the illumination concerns of the City of Lake Oswego. However, this interchange is about a mile from the westerly city limits and we did not think they would be especially concerned. Any future lighting on Kruse Way will certainly require cooperation with the city.

GJB/ag

cc E. L. Hardt
~~J. H. Versteeg~~
L. W. Rulien

REFERRED TO

	Beard		Read
	Cole	1	Sample
2	Eriksen FE		Watson
	Hager		Wolfe

[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

1
2
3

✓ I

RECEIVED
OCT - 6 1975
ROAD DESIGN SECTION

Requests Reply ☐
Approval ☐
Keep ☐
Do not File ☐
Return To____
Bring Up __/__/__
Other____

7937

CON

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 24, 1975

U. S. National Bank of Oregon
Ladd & Bush Branch
Salem, OR 97308

Re: Contracts 7866 & 7937

We have received your Safekeeping Receipt 204783, covering Certificate of Deposit 199142 in the amount of $341,000, to be used in lieu of retainage on our Contracts 7866 ($101,000) and 7937 ($240,000). These funds should not be released to the contractor except upon written notice from the Highway Division.

The State Treasurer has released TCD 163640 ($321,000, Safekeeping Receipts 1623 and 1624) and Rainier RFPD bonds 1/4 ($20,000, Safekeeping Receipt 1395). There is no change in the amount on deposit on these contracts.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Donald M. Drake Co.
Oregon State Treasurer

Form 81-734-3122

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 19, 1975

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention Donald B. Kane

Gentlemen:

Enclosed please find the following described bonds:

$20,000.00 Rainier Rural Fire Protection District C.O. Bonds #1/4 @ $5,000.00 each

Dated 10/1/74 - Due 10/1/75 - 8% interest

The return of these securities cancels State Treasurer's Safekeeping Receipt No. 1395 in the name of Gordon H. Ball, Inc., Contract 7866.

The Release of Time Certificate No. 4 163640 due 9/19/75 cancels State Treasurer's Safekeeping Receipt No. 1623, $240,000.00 Donald M. Drake Co. (Contract No. 7937) and Safekeeping Receipt No. 1624, $81,000.00 Gordon H. Ball, Inc. (Contract No. 7866.

Enclosed is our invoice in the amount of $7.35 to cover cost of forwarding Bearer Bonds.

Kindly acknowledge receipt of bonds by signing and returning the copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division: Attn. Dick Hacek
cc: Gordon H. Ball, Inc.

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 19, 1975

Ladd & Bush-Salem Branch
United States National Bank of Oregon
Salem, Oregon 97308

Attention P.S. Chambers

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 4 163640 dated August 20, 1975, due September 19, 1975, in the amount of $321,000.00 which has been endorsed by the State of Oregon.

Credit Donald M. Drake Co.

Please acknowledge receipt of the maturing TCD by signing and returning the copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Donald M. Drake Company
cc: State Highway Division, Dick Hacck

COPY

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 226-3991

September 17, 1975

Treasury Department
State of Oregon
Salem, Oregon 97310

Ms. Emily Rohde

Dear Ms. Rohde:

We will place in safekeeping on September 17, 1975, a $341,000 certificate of deposit drown on the United States National Bank of Oregon. This deposit should be allocated as follows:

$101,000	Contract #7866	Woodburn-Hayesville
$240,000	Contract #7937	S. Tigard

Credit the $101,000 amount to the account of Gordon H. Ball Company, Inc. Please furnish me with safekeeping receipts at your convenience.

In addition, we would appreciate your returning to the bank the following certificate (please endorse the certificate) and municipal bonds:

	#7937	#7741	#7866
USNB TCD	$240,000	-0-	$81,000
Rainier Due 10-1-75	-0-	-0-	$20,000

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice president - Finance

DBK:fr
cc: Mr. Jerry C. Street, 5821 N. E. Glisan, Portland, Oregon 97213
Mr. C. E. Payton, P. O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949 S. W. Pacific Hwy. Tigard, Oregon 97223
Highway Division, Attn: Janice Peterson, Salem, Oregon 97310
Highway Division, Construction Section, Salem, Oregon 97310
Gordon H. Ball Company, Inc. Box 897, Renton, Wa 98055

Let Emily know if not received by 9/22

CUSTOMER COPY

UNITED ST ES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 204783

DATE 9/19/75

DISPOSITION OF PROCEEDS
☒ XX CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Account of
Donald M. Drake Company
1740 N.W. Flanders
Portland, Oregon 97209
c/o Dick Halcek

DEPOSITED BY: Time Deposit

$341,000.00	USNB of Oregon Nonnegotiable Time C/D 7.125% Dated 9/19/75 Due 1/2/76 CUSIP Interest At Maturity Cert # 4 199142 @ 341M; W/O Donald M. Drake Co. & State of Oregon 7866 & 7937

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2490 4/74 ENV. 31-329 HEAD OFFICE PORTLAND

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 17, 1975

FILE: CON 5

FROM: D. R. ADAMS
Regional Construction Engineer

TO: WALT HART
Bridge Engineer

SUBJECT: Illumination
S. Tigard Interchange -
E. Portland Freeway Section
Contract No. 7937

Versteeg
A. Olson
Terpin
Scott
Swanson
we copy R. Olson
Trout

RECEIVED
SEP 30 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

As you recall we are modifying the installation of tower lighting on the S. Tigard Interchange which has been installed under the subject contract. The modification is required to accomodate the re-design of the interchange under the Kruse Way contract. Modification calls for removal and relocation of two tower lights and installation of two 50 foot luminaires on Kruse Way approaching the interchange.

I have now received an estimate for this work totaling $58,795 from Donald M. Drake. I am having a little trouble justifying in my mind this expenditure.

Under the reconstruction one luminaire will be inside the clover leaf and the proposal is to move it approximately 150 feet to a point outside the clover leaf. The second luminaire will be inside the new island of the ramp and Kruse Way and the proposal is to move this luminaire 250 feet diagonally across the intersection. The adjustment of these towers seems to be a fine tuning of the illumination that should be reviewed in light of the over all cost. For safety purposes the tower which is in the proposed island should be moved to a new location. The other tower does not require such a move and the clover leaf can be laid out to miss the tower. I propose the lighting be re-evaluated with the total cost in mind and an attempt be made to reduce the amount of pole jockeying required to provide illumination.

The luminaires on Kruse Way may be in conflict with the intent of the City of Lake Oswego to provide a westerly entrance to that city that is totally within their conceptualization of what image that entrance should project. During the process of developing the landscape plans, during which time the Kruse Way project was shut down for legal proceedings, the City did express a desire to have some input in regards to the illumination of

NOTED
G. J. BALLARD

RECEIVED
SEP 18 1975
BRIDGE SECTION

Kruse Way. While the lighting is not tied up in the court settlement, I am sure that the City will definitely want to be consulted in regards to this portion of our work even on such a small installation as two luminaires at the west end of Kruse Way. If there is some means of eliminating the need for these two luminaires and still maintain properly designed lighting I would like to see a review made to eliminate further concern for illumination in our negotiations with the City of Lake Oswego. Another possibility is to work with the City in selecting some type of architecturally pleasing luminaire support compatible with their ideals.

Would you please review these problems and advise.

DRA/b
cc: C. T. Keasey
M. D. Payne
Howard Harris
J. H. Versteeg ✓

NOTED
D. O. Christensen

RECEIVED
SEP 18 1975
BRIDGE SECTION

RENEWAL

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Tualatin River
Washington County
Highway Job No. 67

S. Tigard Int.-E. Portland
Freeway Int.
Pacific Highway

Expires: 10-1-76

MATERIAL REMOVAL PERMIT NO. 1097

DONALD M. DRAKE CO.

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

September 11, 1975
Date

141-31-06-74

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1097

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. There shall be no operation of equipment in the active flowing stream except to place and remove berms.

3. At the project's completion, the stream shall be returned to the original channel.

4. Areas of streambank disturbance shall be riprapped with clean upland rock or planted with grass and shrubs.

5. Spoils and waste materials, including material from berm removal, shall be placed above the bankline.

6. No wastes of any type including but not limited to petroleum products; fresh concrete or water containing fresh concrete residues; creosote or other wood preservatives; paints and related compounds; solid wastes or debris will be released or allowed to escape through accident into the Tualatin River at any time during the project. There shall be no storage of these materials behind the berms.

7. No turbidity shall be created during berm installation or removal or from any other aspect of the project which will cause applicable water quality standards to be violated.

8. All berm materials will be promtly removed at the earliest possible time after berms are no longer needed to protect the pier footing work areas.

9. Sump pumping shall be accomplished in a manner that will prevent return to the river of turbid water, petroleum products, concrete waste and other products toxic to fish.

10. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

September 11, 1975

PURCHASE ORDER

STATE OF OREGON

1859

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 354899

SHIP TO	J. H. Verstaeg, Room 223, State Highway Building, Salem, OR 97310			P. O. DATE 8-6-75
BILL TO	OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION 438 HIGHWAY BUILDING, SALEM, OREGON 97310			NO. INVOICES 3
ACCOUNT NUMBER	CREW NUMBER 007-00	BIENNIUM	BID NUMBER	COMMODITY CODE
CLASS. FUND, PROJECT OR APPROPRIATION		REQ. NO.	AGENCY NO. 734	

VENDOR

Division of State Lands
1446 State Street
Salem, OR 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.	DELIVERY REQUIRED	TERMS

QUANTITY ORDERED	UNIT	REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea	/	RENEWAL REMOVAL/FILL PERMIT NO. 1097 So. Tigard Int.-E. Portland Freeway Int. Pacific Highway Washington County			$50.00	634-1061-900P

I Certify the Above Items are within Current Budget Allowance	DATE	I Certify these Items are Authorized by the Dept. of General Services	DATE
ORDERED BY:	8-6-75	AUTHORIZED AGENT — SIGNATURE	8-6-75
APPROVED	8-6-75	RECEIVED BY:	DATE

FORM 81-734-1036

ORIGINATOR

7937

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

9-10-75

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: September 20, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake, Contracts 7741 & 7937
Gordon H. Ball, Contract 7866

TCD 4 163661, $169,000.00, has been deposited in lieu of retainage on Highway contracts replacing matured TCD 4 163602, $185,000 and City of Klamath Falls Bonds 726/735, $10,000.00. The replacement safekeeping receipts and cancelled safekeeping receipts are allocated to contracts as follows:

Contract	Contractor	Cancelled Receipt #	Amount	New Rec. No.	Amount	Net Difference
7741	Drake	1604	$70,000	---	$ ---	($70,000.00)
7937	Drake	1603	96,000	---	---	---
7937	Drake	1398	10,000	1627	131,000	25,000.00
7866	Ball	1602	19,000	1628	38,000	25,000.00

Copies of the Safekeeping Receipts and transmittal letters to the contractor will be filed, in the contract files, in the Commission and Services office.

JP:pl

NOTED
C. W. HEAD

1-125-1307

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 4, 1975

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention Donald B. Kane

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipt No. 1627, dated September 2, 1975 in the amount of $131,000.00 covering Time Certificate of Deposit No. 4 163661 drawn on U.S. National Bank of Oregon, Salem Branch.

We have credited Highway Contract No. 7937.

We have cancelled Safekeeping Receipt No. 1603 and 1604.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Haeck

RECEIVED
SEP 9 1975
Contract Acctg.

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 2, 1975

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention Donald D. Kane

Gentlemen:

At your request we are enclosing the following described securities:

$10,000.00 City of Klamath Falls Sewer Bonds, due 7/15/75, dated 7/15/56, 3 1/4% - Nos 726/735 @ $1,000. each

We are also enclosing our invoice in the amount of $5.25 to cover the cost of returning the bearer bonds to you.

Kindly acknowledge receipt of the above described bonds by signing and returning the duplicate copy of this letter.

We have cancelled Safekeeping Receipt No. 1398 on Contract No. 7937.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

RECEIVED
SEP 9 1975
Contract Acctg.

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 2, 1975

Ladd & Bush-Salem Branch
United States National Bank of Oregon
Salem, Oregon 97308

Attention P. S. Chambers

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 4 163602, dated July 31, 1975, due September 2, 1975, in the amount of $185,000.00 which has been endorsed by the State of Oregon.

Credit Donald M. Drake Co.

Please acknowledge receipt of the maturing TCD by signing and returning the copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Donald M. Drake Company
cc: State Highway Division; Attn. Dick Hacek

RECEIVED
SEP 9 1975
Contract Acctg.

COPY

RECEIVED
SEP 9 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1627

Received for Account of Donald M. Drake Company

Date September 2, 1975

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated 9/2/75 due 10/2/75 6.125% U.S. National Bank of Oregon Salem Branch	#4 163661	part	169,000				$ 131,000.00
							$ 131,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

7937

September 4, 1975

Ms. Yvonne L. Addington
City Administrator
City of Tualatin
Tualatin, OR 97062

91' P

Dear Ms. Addington:

This is in reply to your recent letter regarding footpath and bicycle trail construction on Lower Boones Ferry Road at Interstate 5.

The Highway Division is familiar with local bikeway plans for this area and we are coordinating our activities with the Council of Governments to insure compatibility of bikeway development.

At an August 26 meeting with CRAG representatives and interested citizens, we indicated we would attempt to implement a two-way bikeway on Lower Boones Ferry Road within the limits of the current contract, provided the Federal Highway Administration concurs. Actual positioning of this facility is dependent upon finalization of bikeway plans on the remaining portions of Lower Boones Ferry Road.

Thank you for your interest in bicycling matters.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
Victor D. Wolfe

WHW:mc ja

CITY OF TUALATIN
IN THE HEART OF THE BEAUTIFUL
TUALATIN VALLEY
OREGON
97062

Klaboe

RECEIVED
STATE HWY ENGR
AUG 25 '75
REFER TO
Wolfe
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

August 20, 1975

George Baldwin
State Transportation Division
Salem, Oregon

Re: Bicycle Path Construction on I-5 at Lower Boones Ferry Road Underpass.

Dear Mr. Baldwin:

It has been brought to my attention by several concerned citizens in the Lake Oswego-Tualatin area that there is no provision for pedestrian ways or bicycle paths underneath the I-5 freeway at the Lower Boones Ferry Road interchange. Plans for the bicycle path have been made for quite some time and show up as a high priority on the Columbia Region Association of Governments Master Bikeway Program.

Would you please look into this matter and see what can be done at this time.

Very truly yours,

Yvonne L Addington
Yvonne L. Addington
City Administrator

YLA:dm

cc: Marjorie Largent, Lake Oswego
Pat Whiting, State Representative
Dave Herb, Washington County Public Works Dept.
Virginia Dag, Washington County Commissioner

ESP

RECEIVED
AUG 25 1975
OFFICE
DIRECTOR of TRANSPORTATION

7937 S. Tigard Int.-E. Ptld.Fwy. 1973
Int. Sec. of Pac. Hwy.
(Grad.,pav.,struct.,sign. & illum)#3

Beaver Dam Bridges	7494 A 7494 B
Bonita Road U'Xing	7727 A
Cook O'Xing	2259 B
Lower Boones Ferry Rd. O'Xing	7729 A
Nyberg Road Int.	7582 A
Tualatin River Br.	2376 A
Tualatin U'Xing	2258 A
Upper Boones Ferry Rd. U'Xing	7728 A

7937   15

6

STATE OF OREGC
HIGHWAY DIVISION

INTERO CE MEMO

TO: C. W. Head   R. Church
J. Bond   C. Barrett

DATE: August 25, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake, Gordon H. Ball
Contracts 7741, 7866, 7937

TCD 163640, $321,000.00, has been deposited in lieu of retainage on Highway contracts, replacing matured TCD 163587, $335,000.00. The replacement safekeeping receipts and cancelled safekeeping receipts are allocated to contracts as follows:

Contract	Contractor	Cancelled Rect. #	Amount	New Rect. #	Amount	Net Difference
7741	Drake	1600	$ 14,000	---	---	$(14,000.00)
7937	Drake	1601	240,000	1623	$240,000	---
7866	Ball	1599	81,000	1624	81,000	---

Copies of the Safekeeping receipts and transmittal letters to the contractor will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 22, 1975

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention Donald Kane

Gentlemen:

Enclosed is State Treasurer's Safekeeping Receipt No. 1623, dated 8/20/75, in the amount of $240,000.00 covering Time Certificate of Deposit No. 4 163640 with U.S. National Bank of Oregon, Salem Branch.

We have credited Highway Contract No. 7937.

Safekeeping Receipt No. 1601, $240,000.00 has been cancelled.
Safekeeping Receipt No. 1600, $14,000.00 has been cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Haack

COPY

2

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1623

Received for Account of Donald M. Drake Company

Date 8/20/75

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated 8/20/75 Due 9/19/75 6.125% U.S. National Bank of Oregon Ladd & Bush-Salem Branch	4 163640	part	321,000				$ 240,000.00
							$ 240,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

3
1
3

6

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 20, 1975

Ladd & Bush-Salem Branch
United States National Bank of Oregon
Salem, Oregon 97308

Attention P.S.Chambers

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 4 163587, dated July 21, 1975, due August 20, 1975, 5.875%, in the amount of $335,000.00 which has been endorsed by the State of Oregon.

Credit Donald M. Drake Co.

Please acknowledge receipt of the maturing TCD by signing and returning the copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Donald M. Drake Company
cc: State Highway Division; Attn. Dick Haack

COPY

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209

CONTRACTORS/DEVELOPERS
AC 503 226-3991

3

August 19, 1975

Ms. Emily Rohde
Treasury Department
State of Oregon
Salem, Oregon 97310

Dear Ms. Rohde:

We will deliver tomorrow a $321,000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

$240,000	Contract #7937	S.Tigard
$81,000	Contract #7866	Woodburn

Credit the $81,000 amount to the account of Gordon H. Ball Company, Icn. Please furnish me with safekeeping receipts at your convenience.

In addition, we would appreciate your returning to us the following certificate (please endorse the certificate):

	#7866	#7937	#7741
USNB TCD	$81,000	$240,000	$14,000

Sincerely,

DONALD M. DRAKE COMPANY

DBKane

Donald B. Kane
Vice President - Finance

DBK:kw
cc: Mr. Jerry C. Street, 5821 N.E. Glisan, Portland, Oregon 97213
Mr. C.E. Payton, P.O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949 S.W. Pacific Hwy., Tigard, Oregon 97223
Highway Division, Construction Section, Salem, Oregon 97310
Highway Division, Attn: Janice Peterson, Salem, Oregon 97310
Gordon H. Ball Company, Inc. Box 897, Kenton, Washington [illegible]

7937

S. Tigard Int. -
E. Portland Frwy

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

August 5, 1975

_______Versteeg_______
_______A. Olson_______
_______Terpin_______
_______Scott_______
_______Swenson_______
_______R. Olson_______
_______Trout_______

RECEIVED
AUG - 6 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To_______
Bring Up_____/_____
Other_______

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No. 67

Permit No.	1097
Expiration date	10-1-75
Please return by	8-15-75
Fee	$50

DLP Please renew this permit. There is no change in plan from last year.

_____ Please renew this permit. Attached are revised application and drawing.

_____ I do not wish to renew this permit.

7937

13

STATE OF OREG
HIGHWAY DIVISION

INTERO CE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 5, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake Co.
Contract 7937

TCD No. 4 163602, in the amount of $96,000.00, has been deposited in lieu of retainage on contract 7937. (Safekeeping Receipt 1603).

This replaces TCD No. 4 163526, (Safekeeping Receipt 1593) and Bonds 469/518 (Safekeeping Receipt 1292) which have matured. The amount on deposit is increased by $16,000.00.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

NOTED
C. W. HEAD

RECEIVED
AUG 6 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

RECEIVED
AUG 4 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1603

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

Date July 31, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit	#4 163602	part	185,000				$ 96,000.0
dated 7/31/75 due 9/2/75 6%							
U.S. National Bank of Oregon Salem Branch							
							$ 96,000.0

Purpose of Deposit In lieu of retainage on State Highway Contract No. ~~7865~~ 7937

Authority ORS 279.575

Countersigned by
Emily Rohde
Deputy Cashier

James Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 31, 1975

Donald M. Drake Co.
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention: Donald Kane

Gentlemen:

Please find enclosed Oregon State Treasury Department Safekeeping Receipts No. 1603 in the amount of $96,000.00 and No. 1604 in the amount of $70,000.00 covering TCD No. 4 163602 drawn on Ladd & Bush-Salem Branch, U.S. National Bank of Oregon.

We have credited Highway Contracts No. 7741 - $70,000.00
No. ~~9866~~ 7937 - 96,000.00

We are cancelling Safekeeping Receipts No. 1292, 1592 and 1593.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

RECEIVED
AUG 4 1975
Contract Acctg.

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 31, 1975

Ladd & Bush-Salem Branch
U.S. National Bank of Oregon
Salem, Oregon 97308

Attention: P. S. Chambers

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 4 163526, dated July 1, 1975, due July 31, 1975, 5.625%, in the amount of $100,000.00 which has been endorsed by the State of Oregon.

Credit Donald M. Drake Co.

Please acknowledge receipt of the maturing TCD by signing and returning the copy of this letter.

This TCD will be replaced by a new one in the amount of $185,000.00.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Donald M. Drake Company
cc: State Highway Division; Attn. Dick Hauck

COPY

RECEIVED
AUG 4 1975
Contract Acctg.

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
AC 503 228-3881

July 31, 1975

Ms. Emily Rohde
Treasury Department
State of Oregon
Salem, Oregon 97310

RECEIVED
AUG 4 1975
Contract Acctg.

Dear Ms. Rohde:

We will deliver on July 31, 1975, a $185,000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

$70,000	Contract #7741	Powell St.
$19,000	Contract #7866	Woodburn
$96,000	Contract #7937	S.Tigard

Credit the $19,000 amount to the account of Gordon H. Ball Company, Inc. Please furnish me with safekeeping receipts at your convenience.

In addition, we would appreciate your returning to the bank the following certificate (please endorse the certificate) and municipal bonds:

	#7937	#7741	#7866
USNB TCD	$30,000	$70,000	----
Springfield due 8-1-75	$50,000	-------	$13,000 +6,000

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

DBK:kw
cc: Mr. Jerry C. Street, 5821 N.E. Glisan, Portland, Oregon 97213
Mr. C.E. Payton, P.O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949 S.W. Pacific Hwy., Tigard, Oregon 97223
Highway Division, ATTN: Janice Peterson, Salem, Oregon 97310
Highway Division, Construction Section, Salem, Oregon 97310
Gordon H. Ball Company, Inc., Box 897, Renton, Washington 9805

RECEIVED
AUG 4 1975
Contract Acctg.

CON

R7
4

7937

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: ~~C. W. Head~~ R. Church
~~J. Bond~~ C. Barrett

DATE: July 22, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT:

TCD No. 4 163587 in the amount of $335,000.00 has been deposited in lieu of retainage, replacing a matured certificate, on the following contracts:

Contract	Contractor	Safekeeping Receipt	Amount	Cancelled Receipt	Net Increase
7866	Gordon Ball	1599	$ 81,000.00	1582	$ 5,000.00
7741	Donald Drake	1600	14,000.00	1580	---
7937	Donald Drake	1601	240,000.00	1581	25,000.00

Copies of the Safekeeping Receipts and transmittal letters will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1307

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1601

Received for Account of Donald M. Drake Company

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

Date July 21, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit dated 7/21/75 due 8/20/75 5.875%	163587	part	335,000				$ 240,000.0
U.S. National Bank of Oregon Ladd & Bush-Salem Branch							$ 240,000.0

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde Deputy

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon
Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 21, 1975

Ladd & Bush-Salem Branch
U.S. National Bank of Oregon
Salem, Oregon 97308

Attention F.S. Chambers

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 4 163509, dated June 20, 1975, due July 21, 1975, 5% in the amount of $305,000.00 which has been endorsed by the State of Oregon.

Credit Donald M. Drake Company.

This is to be exchanged for a new TCD in the amount of $335,000.00.

Please acknowledge receipt of the maturing TCD by signing and returning the copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Donald M. Drake Company
cc: State Highway Division; Attn. Dick Hacek

RECEIVED
JUL 22 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

COPY

2
1
2
5

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 21, 1975

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention Donald M. Kane

Gentlemen:

Enclosed please find Oregon State Treasury Department Safekeeping Receipts as follows:

#1601 covering TCD #4 163587 dated 7/21/75 Hiway Contract #7937
#1600 covering TCD 4 163587 dated 7/21/75 Hiway Contract #7741

Total coverage $254,000.00.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

We have cancelled Safekeeping Receipts #1580 and 1581.

RECEIVED
JUL 22 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

COPY

7937

R

STATE OF OREG
HIGHWAY DIVISION
Salem

INTERC CE MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: July 9, 1975

FROM: R. J. Hacek RJH
Accounting Systems Officer

SUBJECT: Donald M. Drake Co.
Contract 7937

TCD No. 163526, in the amount of $30,000, has been deposited in lieu of retainage on Contract 7937. (Safekeeping Receipt 1593)

This replaces Damascus Water District Bonds 89/98, $10,000, Safekeeping Receipt 1276 and Clackamas County SD Bonds 9/12, $20,000, Safekeeping Receipt 1297, which have matured.

A copy of the Safekeeping Receipt and transmittal letter will be filed in the Contract File in the Commission and Staff Services office.

JP:njc

NOTED
C. W. HEAD

81-125-1387

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

4

SAFEKEEPING RECEIPT

№ 1593

Received for Account of Donald M. Drake Co.

Date July 1, 1975

Address 1740 N. W. Flanders St.
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated 7/1/75 due 7/31/75 U.S. National Bank of Oregon Salem, Oregon	#4 163526	part	100,000				$ 30,000.00
							$ 30,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 1, 1975

Donald M. Drake Co.
1740 N. W. Flanders St.
Portland, Oregon 97209

Attention Donald B. Kane

Gentlemen:

At your request we are enclosing the following securities:

$70,000.00 Polk County S.D. #2 Bonds #13/26 @ $5,000.00 each due 1/1/75 - 6%
10,000.00 Damascus Water Dist. Bonds #89/98 @ $1,000.00 each due 7/1/75 - 4%
20,000.00 Clackamas Co. S.D. #53 Bds #9/12 @ 5,000.00 each due 7/1/75 - 8%
100,000.00 Total

We are also enclosing our invoice in the amount of $27.55 to cover the cost of returning the bearer bonds to you.

Kindly acknowledge receipt of the above described bonds by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division, Attn. Dick Haack

P.S. This will cancel State Treasurer's Safekeeping Receipts No. 1265, No. 1276, and No. 1297.

RECEIVED
JUL 2 1975
FINANC. BRANCH
DIVISION

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 1, 1975

Donald M. Drake Co.
1740 N. W. Flanders St.
Portland, Oregon 97209

Attention: Donald B. Kane

Gentlemen:

Enclosed please find Oregon State Treasurer's Safekeeping Receipt No. 1592, dated July 1, 1975, in the amount of $70,000.00 Highway Contract No. 7741, covering TCD #4 163526 drawn on Salem Branch, U.S. National Bank of Oregon.

Also Safekeeping Receipt No. 1593, dated July 1, 1975, in the amount of $30,000.00 Highway Contract #7937, covering TCD # 4 163526 drawn on Salem Branch, U.S. National Bank of Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division, Dick Haack

COPY

7937

R

STATE OF OREG[illegible]
HIGHWAY DIVISION

INTERO[illegible]CE MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: June 24, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake Co.
Contract 7937

TCD No. 4163509, in the amount of $215,000.00, has been deposited in lieu of retainage on contract 7937. (Safekeeping Receipt 1581).

This replaces TCD No. 4163451, $190,000.00, which has matured. (Safekeeping Receipt 1569). The amount on deposit is increased by $25,000.00.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

4

SAFEKEEPING RECEIPT

№ 1581

Received for Account of Donald M. Drake Company

Date June 23, 1975

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated 6/20/75 Due 7/21/75 U.S. National Bank of Oregon-Ladd & Bush Salem Branch	4 163509	part	305,000				$ 215,000.00
							$ 215,000.00

Purpose of Deposit In Lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

4

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 20, 1975

Ladd & Bush-Salem Branch
U.S. National Bank of Oregon
Salem, Oregon 97308

Attention P. S. Chambers

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 4 163451, dated May 21, 1975, due June 20, 1975, 5.25%, in the amount of $270,000.00, which has been endorsed by the State of Oregon.

Credit Donald M. Drake Company.

Please acknowledge receipt of the above described TCD by signing and returning the copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Donald M. Drake Co.
cc: State Highway Division; Attn. Dick Hacek

COPY

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 17, 1975

FILE: CON 5

FROM: D. R. ADAMS
Regional Construction Engineer

TO: Don Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: S. Tigard Interchange - E. Portland
Freeway Interchange Section
[redacted]
Contract No. 7937

We have your Memo to the File of May 16, 1975 and guessing that your file will probably not respond to the questions asked in it we have decided to give you our thoughts anyway.

The Memo to the File requested comments on retaining the shoulder wider than the 12 feet called for under the contract. Your specific suggestion was for a 16 foot shoulder - this to be gained by adding four feet to the shoulder in the northbound lanes and by retaining four feet of the detour paving to effect the four foot widening on the southbound lanes.

We see no particular value to adding four feet of shoulder pavement to the freeway. In the southbound lanes we might save a little money but we haven't added anything to the operational characteristics of the freeway. In fact we have four feet of additional pavement wider than the three freeway structures. Basically, we do not see the operational advantage of adding four feet of pavement to a 12 foot wide shoulder. The expense of adding this four feet to the northbound shoulder is not justified and the savings at 80¢ a cubic yard for the southbound shoulders would be minimal and probably would not offset the cost of engineering and administering the suggested revision.

The construction of the freeway will proceed as designed unless there are some over-riding operational or enconomic considerations to warrant the revision suggested.

12' shldrs. will be retained.
Concur with Traffic & Reg.
D.W.S.

NOTED
J. H. VERSTEEG

DRA/b
cc: M. D. Payne

1 Versteeg ✓
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN 17 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return to
Bring Up
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
May 21, 1975

FROM: L. E. George
Traffic Engineer
L E George

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Shoulder Width
South Tigard-East Portland
Freeway Section
Pacific Highway

Attention: Don Stoudenmeyer
Preliminary Design
Supervisor

Mr. Stoudenmeyer's letter of May 16 suggested retaining a southbound shoulder width of greater than 12 feet, along with a 2:1 rock slope, to reduce the costs of pavement removal.

It is our opinion that the money should be spent to remove the excess pavement. We have experienced problems on I-5 between Woodburn and Wilsonville with vehicles using the 12-foot median shoulder as a traffic lane. A shoulder wider than 12 feet in width would probably increase this problem. In addition, the safety benefits would be greater with a 6:1 slope.

For these reasons we recommend that a 12-foot shoulder width be provided.

TL:rj

1
2

J
[illegible]

I-5

CON 5

Region 1 - Milwaukie
June 3, 1975

D. R. ADAMS
Regional Construction Engineer

M. D. PAYNE
Resident Engineer

S. Tigard Interchange - E. Portland
Freeway Interchange Section
Pacific Highway
Contract No. 7937

Attached herewith is a very minimal plan of the auxiliary lane to be constructed between the S. Tigard Interchange and Upper Boones Ferry Road Interchange. This in effect will make this section of roadway an eight lane freeway.

The previous correspondence that you have received copies calls for utilization of the AC paving placed for the handling of detour traffic during construction. Would you please draft up a cross-section showing the typical new eight lane section super-imposed on the plan section and the section for handling the detour. I would like to see the comparison of these three sections.

In addition to your review of the affect of this section on grading, drainage, etc., please review the impact on signing, illumination, striping, etc. Perhaps we could get a sketch of the signing and striping for review by the Traffic Engineer.

1 Versteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN - 5 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REGION I
RE RME RCE OE TE
UE SO RSM RSC
RBI ENV LOC FAE

DRA/b
att
cc: Howard Harris
Ron Failmezger

CC: Hal Versteeg - For your info.
ELH

File: Con 5 (7937)
3-3.01

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

12949 S. W. Pacific Highway
Tigard, Oregon 97223

SO

RECEIVED
MAY 14 1975
REGION I
TE RSC
SO R31
ENV LOC

DATE May 13, 1975

TO Mr. Don Adams
Regional Construction Engineer

FROM Maurice D. Payne
Maurice D. Payne
Resident Engineer

SUBJECT PAVING DETAIL AT END OF STRUCTURE

S. Tigard Int. - E. Portland Fwy. Int. Sec.
Pacific Highway (I-5)
Contract No. 7937 Prefix No. 634-1061
Washington & Clackamas Counties

On plan sheet 2F of the subject plans, we show a paving detail at the end of structure.

This method presents a problem, at the time of removal, due to the portion that has A.C. to A.C. contact.

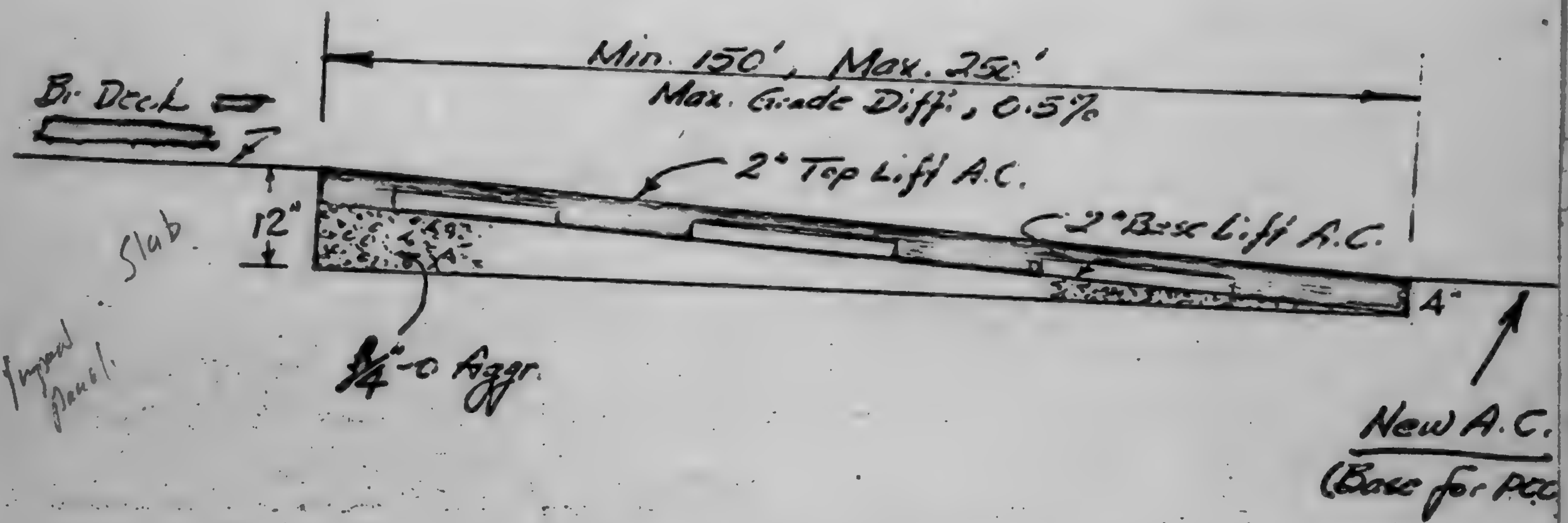
Attached is a rough sketch showing a proposal that will allow a easier cleaner removal.

If you consider this method worthwhile, you may wish to pass it along to Salem Design for consideration.

MDP/pl

cc:file

attachment


Min. 150', Max. 250'
Max. Grade Diff., 0.5%
Br. Deck
2" Top Lift A.C.
2" Base Lift A.C.
12"
Slab
Typical Panel.
3/4"-0 Aggr.
4"
New A.C.
(Base for PCC

— TYPICAL PAVEMENT END DETAIL — (At End of Str.)

S. Tigard – East Portland Frwy.
I-5

Changes sheet 2F
on Const. Plans.

5/6/75
M. Payne, E.E.

7937

R

STATE OF OREGON
HIGHWAY DIVISION

INTERO[illegible] MEMO

TO: C. W. Head   Robert Church
John Bond   Charles Barrett

DATE: May 23, 1975

FROM: R. J. Hacek RJH
Accounting Systems Officer

SUBJECT: Donald M. Drake Co.
Contract 7937

TCD No. 4-163451, in the amount of $190,000, has been deposited in lieu of retainage on Contract 7437. (Safekeeping Receipt 1569)

This replaced TCD No. 4-187497 and Bond Nos. 91/100, which have matured. (Safekeeping Receipts 1552 and 1275) The amount on deposit is increased by $15,000.

A copy of the Safekeeping Receipt and transmittal letter will be filed in the Contract File in the Commission & Staff Services office.

RJH:njc
Attachments

NOTED
C. W. HEAD

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1569

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Company

Date May 21, 1975

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit	#4 163451	part	270,000				$ 190,000.0
dated May 21, 1975 due June 20, 1975 5.25%							
U.S. National Bank of Oregon, Ladd & Bush Salem Branch							
							$ 190,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 21, 1975

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention Donald M. Kane

Gentlemen:

Enclosed please find State Treasury Department Safekeeping Receipts:

No. 1569, dated May 21, 1975, in the amount of $190,000.00

We have credited State Highway Contract No. 7937.

No. 1568, dated May 21, 1975, in the amount of $14,000.00
We have credited State Highway Contract No. 7741.

The above are covered by TCD No. 4 163451, drawn on U.S. National Bank of Oregon, Ladd & Bush-Salem Branch.

We have cancelled Safekeeping Receipts No. 1552, 1551, and 1275.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division, Attn: Dick Hacek

COPY

7937

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 16, 1975

DNStoudenmeyer

FROM: Donald N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: S. Tigard-E. Portland Freeway
Pacific Highway
Washington & Clackamas Counties

TO: MEMORANDUM TO THE FILES

In looking at the construction plans on the subject section between Upper Boones Ferry and Nyberg Roads we notice that as a result of stage construction we will end up with three P.C.C. lanes southbound and a 21' wide A.C. shoulder on the west side of the highway on a 2:1 slope. Plans are to remove 9' of this A.C. pavement to provide a 12' shoulder and a 6:1 rock slope. If we retained 4' of this extra 9' we would have a 4:1 rock slope and a 16' shoulder.

We are interested in your comments or suggestions as to whether we should retain a wider shoulder of something greater than 12' with a steeper rock slope at a reduction in cost for pavement removal.

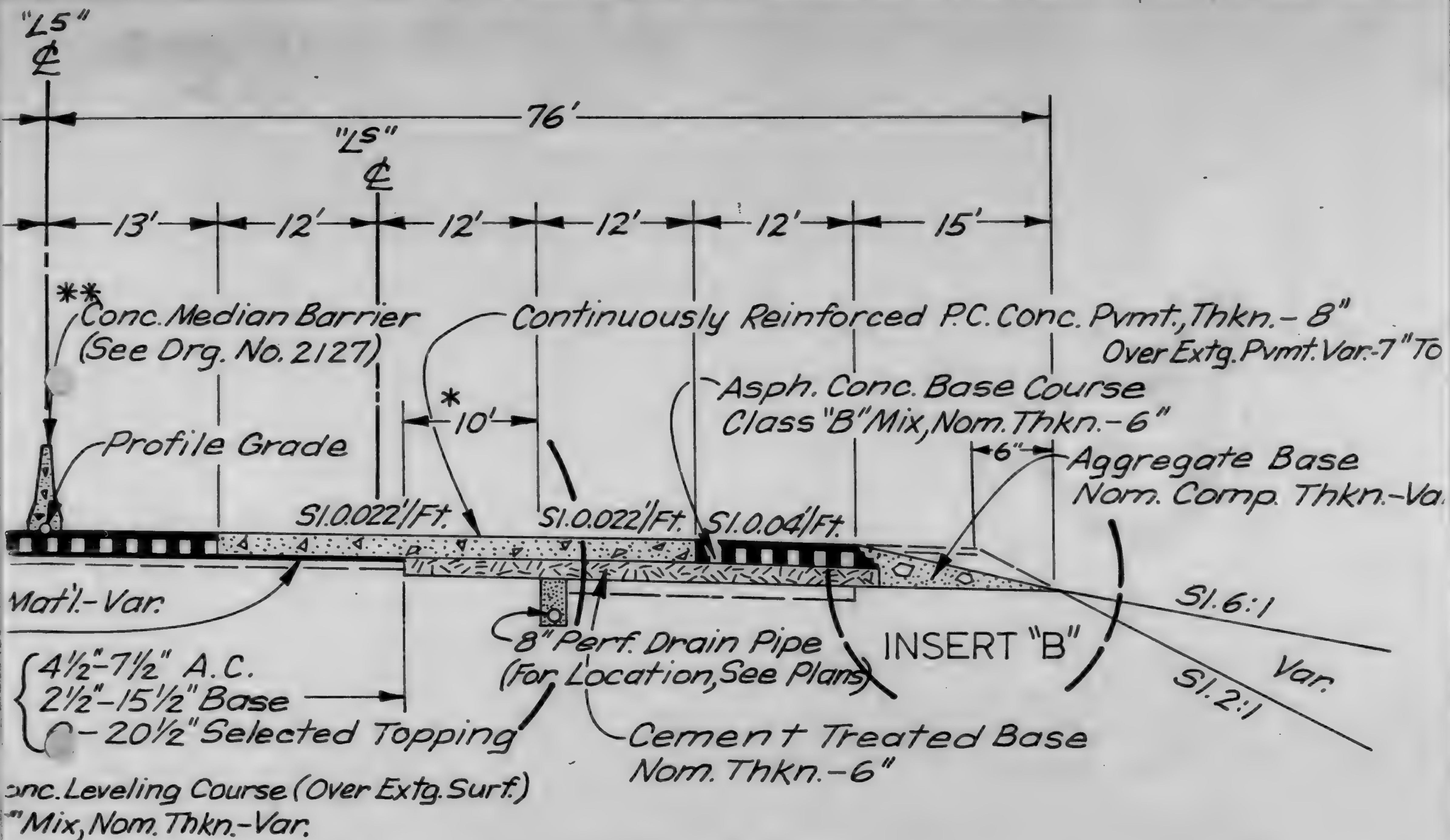
On the northbound detour between the same limits we would have to add A.C. pavement if we wanted to end up with something greater than a 12' shoulder. Here again your comments on how this side should be handled are requested.

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 16 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

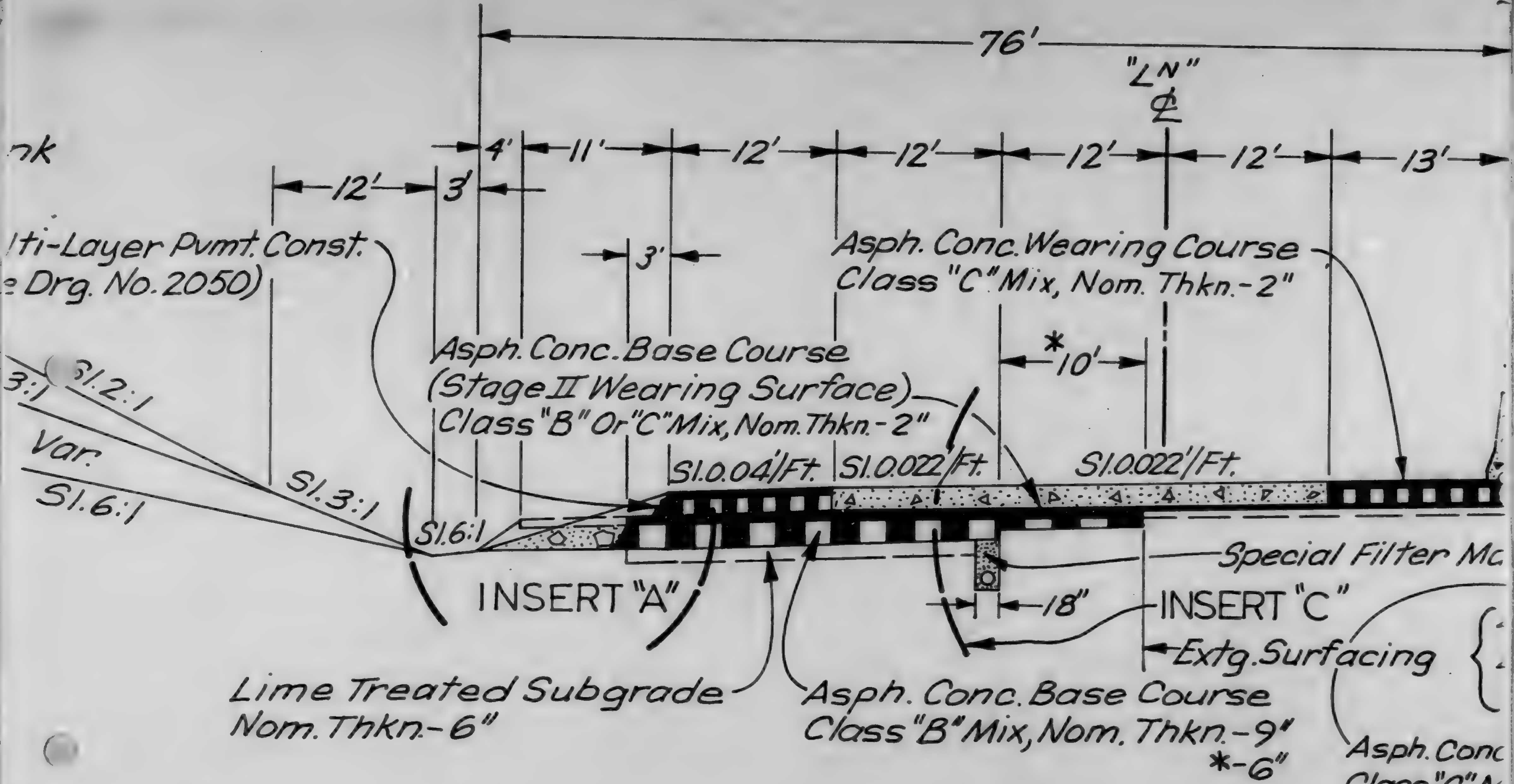
DNS:jh
cc: E. J. Valach
E. S. Hunter
E. L. Hardt
L. E. George


"L5" ℄
76'
"LS" ℄
13'
12'
12'
12'
12'
15'
**Conc. Median Barrier
(See Drg. No. 2127)
Profile Grade
Continuously Reinforced P.C. Conc. Pvmt., Thkn.- 8"
Over Extg. Pvmt. Var.-7" To
*10'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-6"
6"
Aggregate Base
Nom. Comp. Thkn.-Va
Sl. 0.022'/Ft.
Sl. 0.022'/Ft.
Sl. 0.04'/Ft.
Sl. 6:1
Var.
Sl. 2:1
Mat'l.-Var.
8" Perf. Drain Pipe
(For Location, See Plans)
INSERT "B"
4½"-7½" A.C.
2½"-15½" Base
0-20½" Selected Topping
Cement Treated Base
Nom. Thkn.-6"
onc. Leveling Course (Over Extg. Surf.)
" Mix, Nom. Thkn.-Var.

To STA. "L5", "LS" , "LN" 217+04.79

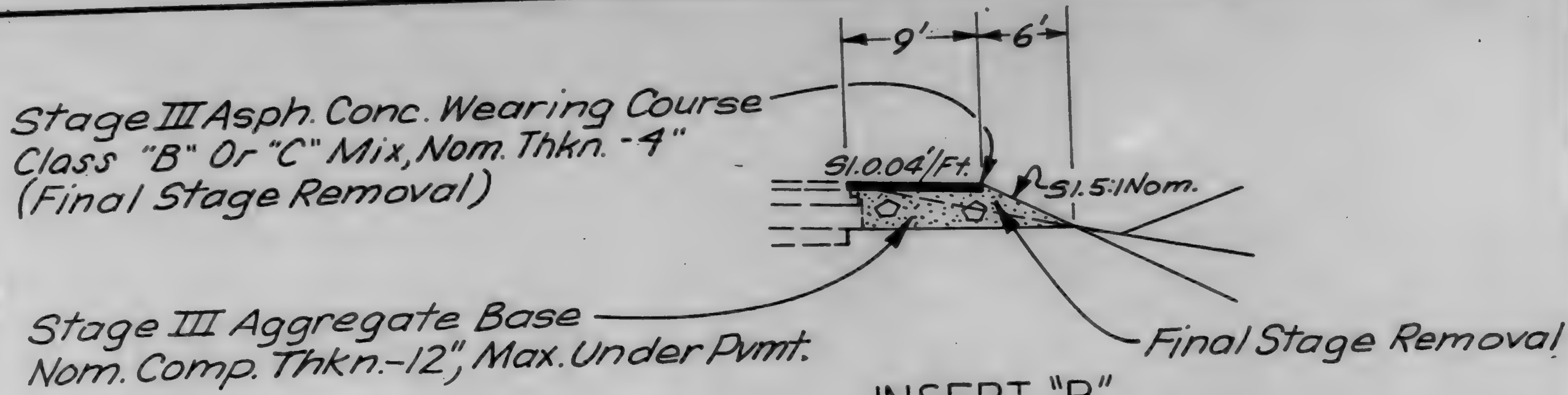
To "LN" 239+80.43 (Taper Section)

To [EQUA. LS 243+12.34 Bk. / L5 243+14.47 Ah.] (Taper Section)

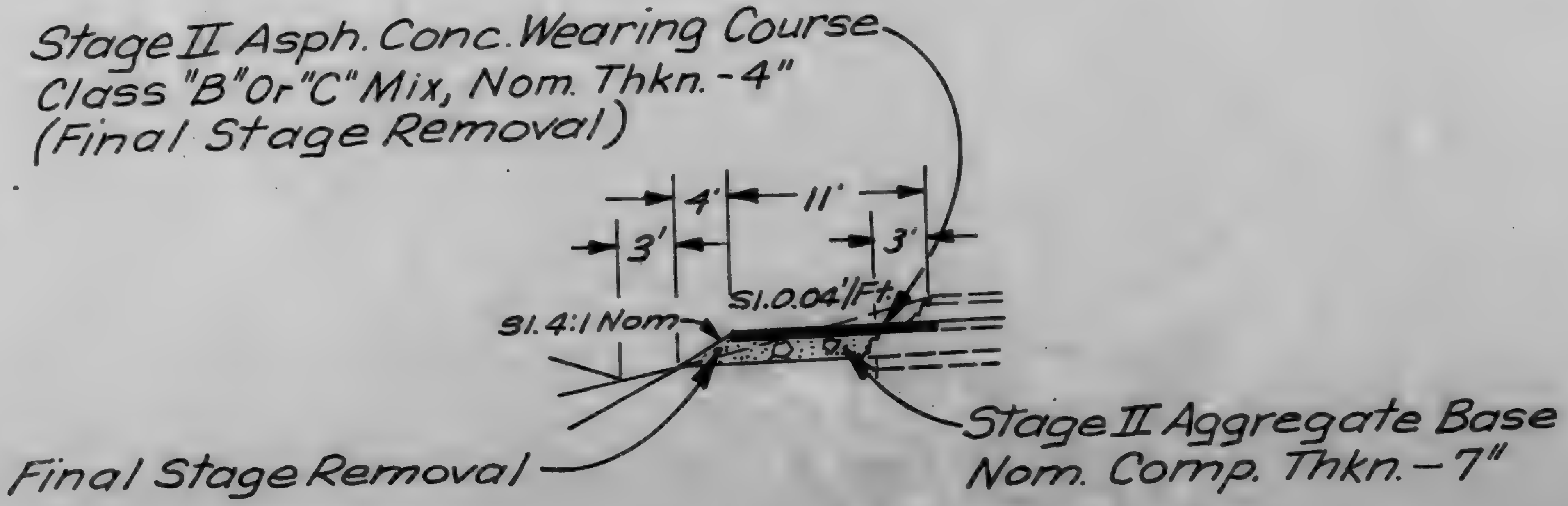

76'
"L^N"
℄
nk
4'
11'
12'
12'
12'
12'
13'
12'
3'
3'
lti-Layer Pvmt. Const.
Drg. No. 2050)
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-2"
Asph. Conc. Base Course
(Stage II Wearing Surface)
Class "B" Or "C" Mix, Nom. Thkn.-2"
*10'
3:1
Sl.2:1
Var.
Sl.6:1
Sl.3:1
Sl.6:1
Sl.0.04'/Ft.
Sl.0.022'/Ft.
Sl.0.022'/Ft.
Special Filter Ma
INSERT "A"
18"
INSERT "C"
Extg. Surfacing
Lime Treated Subgrade
Nom. Thkn.-6"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-9"
*-6"
Asph. Conc
Class "C" M

** Sta. 60+66 To Sta. 76+00
Precast Barrier To Be Set On
Wood Blocks Or Expanded
Polystyrene Pads (See Drg. No. 29001)

STA. "L5" 67 + 50.00 T
"L^N" 217 + 04.79 T
"L^S" 217 + 04.79 T


9'
6'
Stage III Asph. Conc. Wearing Course
Class "B" Or "C" Mix, Nom. Thkn. -4"
(Final Stage Removal)
Sl.0.04'/Ft.
Sl.1.5:1Nom.
Stage III Aggregate Base
Nom. Comp. Thkn.-12", Max. Under Pvmt.
Final Stage Removal

INSERT "B"
STAGE II PAVING


Stage II Asph. Conc. Wearing Course
Class "B" Or "C" Mix, Nom. Thkn. -4"
(Final Stage Removal)
4'
11'
3'
3'
Sl.4:1 Nom.
Sl.0.04'/Ft.
Final Stage Removal
Stage II Aggregate Base
Nom. Comp. Thkn. -7"

INSERT "A"
STAGE I PAVING

7937

R

STATE OF OREG[illegible]
HIGHWAY DIVISION

INTERO[illegible]E MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: April 29, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake Co.
Contract 7937

$165,000.00 of TCD 4-187497 has been deposited in lieu of retainage on contract 7937 (Safekeeping Receipt 1552). This replaces $120,000.00 of TCD 4-180885 (Safekeeping Receipt 1534) and $30,000.00 of Washington County School District bonds (Receipt 1247) which have matured. Receipt 1550 has been issued for the $30,000.00 in Washington County School District bonds remaining on deposit on this contract. The net effect of these transactions is a $15,000.00 increase in the amount on deposit in lieu of retainage on contract 7937.

A copy of the Safekeeping Receipts and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP;pl

NOTED
C. W. HEAD

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1552

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Company

Date April 25, 1975

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	#4 187497	part	220,000				$ 165,000.00
Dated April 21, 1975 Due May 21, 1975 5.75%							
U.S. National Bank of Oregon, Portland							
							$ 165,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Emily Rohde
Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 25, 1975

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attention: Donald B. Kane

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipts as per your letter dated April 21, 1975. #1550 in the amount of $30,000.00 for Contract No. 7937, #1551 in the amount of $10,000.00 for contract No. 7741, and #1552 in the amount of $165,000.00 for contract No. 7937 all with State Highway Division.

Also enclosed is Time Certificate of Deposit No. 4 180885, in the amount of $170,000.00, due April 21, 1975, and Washington County School District #15 bearer bonds, in the amount of $30,000.00, dated May 1, 1974, due May 1, 1975, Nos. 2/7 @ $5,000.00 each.

We have cancelled State Treasurer's safekeeping receipts No. 1534, 1247, and 1532.

We are enclosing our invoice in the amount of $9.85, to cover the cost of returning the bearer bonds to you.

Kindly acknowledge receipt of these securities by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Oregon State Highway Division, Dick Haack

COPY

7937

R

STATE OF OREGON

INTEROFFICE MEMO

TO: Gladys McCoy
Ombudsperson

DATE: April 11, 1975

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: Robert B. Hazelett

1208-5

We have reviewed the complaint by Robert B. Hazelett that the roadway on I-5 between the Lake Grove and Tualatin Interchanges narrows and that it is difficult to see the alignment of the road under the railroad overcrossing structure now being constructed.

Our field personnel have reviewed the conditions in this location and find the area is illuminated at night, reflectors are in place on the left and right hand sides of the roadway, and there are reflector markers on the pavement. Signs have also been installed to advise the motorist that he is approaching a short section of highway where the alignment has been modified.

We found that additional emphasis on the changed alignment could be achieved by installation of more pavement markers at closer spacing in the painted lane line. This project is scheduled to be restriped at an early date and we feel the repainting of the center lines will also aid motorists through this project.

We appreciate Mr. Hazelett's concern and are always eager to hear from the motoring public regarding the difficulties they have driving through our construction projects. In this way we are better able to handle traffic in construction areas.

bc: A. E. Johnson
H. S. Coulter
Ed Hardt - Please proceed with additional markers and striping as suggested. FBK

DRA/b srb

March 5, 1975

Mrs. Gladys McCoy
State Ombudsman
Public Service Bldg.,
Salem, Oregon

Dear Mrs. McCoy:

I travel between Portland and Salem on I-5 almost every day and wish to bring to your attention a very dangerous section of the highway presently under construction. I am referring to the inside lane, South bound, between the exits of Lake Grove and Tualatin. Between these two at the point of a viaduct which crosses over I-5, a guard rail extends out considerably to the edge of the inside travelling lane.

This is especially difficult to detect during dark hours and when it is raining. Although there are reflector lights on this rail, these are almost impossible to see during the above conditions. Last week I was driving at exactly this same condition behind another vehicle and had to suddenly swerve to the right to avoid hitting the rail.

Perhaps this could be looked into by the Highway Division and proper changes could be made. Thank you.

Very truly yours,

Robert B. Hazelett

Robert B. Hazelett

6801 S.W. Burlingame Ave.,
Portland, Ore. 97219

RECEIVED
STATE HWY ENGR

MAR 27 '75

REFER TO
Coulter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

C4ay

aej
R/D

7937.

H.S. Coulter R

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 7, 1975

Erik Volbaek
16643 SW Roosevelt Avenue
Lake Oswego, OR 97034

Dear Mr. Volbaek:

This is in response to your two letters of January 29 and March 14, 1975, regarding the construction along I-5 just south of the Upper Boones Ferry Road Interchange.

In your January 29 letter you asked if the Highway Division had any proposals to reduce the noise level from highway traffic on your property. In reviewing your problem we find that the freeway is depressed about 20 feet below the elevation of your property and the closest portion of the freeway, the northbound off-ramp to Upper Boones Road, is about 140 feet from your property line. These features, especially the effect of the depressed freeway, provide about the best physical characteristics for reducing noise. Any additional efforts to reduce noise would have marginal effect.

The approximately 60 feet of vegetation in the form of native underbrush between your property line and the fence acts to screen the freeway. Planting additional shrubs on the right of way would provide a small amount of additional screening for your property but would not reduce the noise level. It has been found that a distance of 100 feet of dense forest type vegetation is necessary to reduce noise levels a noticeable amount.

RECEIVED
APR 7 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

5-123

In your letter of March 14 you asked if any screening is going to be done on the remaining 65 feet of Highway Division property between the access control fence and the right of way line - your property line. At the completion of our contract this land will look essentially as it does now, since we plan no additional earthwork or landscaping in that area. If this land is declared surplus to highway needs it may become available at some future date to those adjacent property owners interested in acquiring these parcels of land.

If you have further questions we would be happy to talk to you regarding this problem. I can be reached at 653-3090 in Milwaukie.

Very truly yours,

D. R. ADAMS
Regional
Construction Engineer

DRA/b
bcc: H. S. Coulter
C. T. Keasey
Ken Rolfe
M. D. Payne

7937

16643 S. W. Roosevelt Avenue
Lake Oswego, Oregon 97034
March 14, 1975

Mr. Mike Smith
Regional Planning Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Dear Mr. Smith:

I greatly appreciate your phone call yesterday and I am enclosing the letter I wrote to the Highway Department on January 29, 1975, together with the receipt showing who signed for it.

As mentioned over the phone yesterday, I am mainly concerned over what plans the Department has on the strip of property left between the fence and my property line because in order to make my home liveable again, some type of sound barrier or screen has to be established between my property and the highway cut and of course my line of action greatly depends on the Highway Department's planning.

I hope to hear from you soon.

Very truly yours,

Erik Voldbaek

Erik Voldbaek

OE [illegible] RME RCE FAE
RECEIVED
TE RSM
UE MAR 17 1975 RSC
SO REGION I RBI
ENV LOC

XC M. Payne —
Please give us some
data on this. — Show on plan —
— before-after X section
— pictures
3/17 [illegible]

16643 S. W. Roosevelt Avenue
Lake Oswego, OR 97034

January 29, 1975

Region Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Boulevard
Milwaukie, OR 97222

Dear Sir:

I am the owner and occupant of 16643 S. W. Roosevelt Avenue in Lake Grove. My property borders on the highway right-of-way of the I-5 Freeway.

In connection with the Tigard Intersection project, the Highway Department cleared and excavated the right-of-way between my property and the Salem Freeway.

The removal of the natural screen protecting our back yard has grossly depreciated the value of my property, mainly because of noise from the traffic on the highway.

Before the construction the noise from the freeway was at a tolerable level and did not create a nuisance on my property. After the construction I have measured the noise level on my back porch and found that it exceeded 70 decibels when large trucks pass down the freeway.

The purpose of this letter is to invite the Highway Department to submit a proposal to reduce the noise level from the highway traffic as measured on my property to a tolerable level. I hope to hear from you very soon since we wish the problem to be corrected this spring.

Very truly yours,

Erik Voldbaek

#7937

R

STATE OF OREG

HIGHWAY DIVISION

INTERC CE MEMO

TO: C. W. Head Contract Payments
J. Bond C. Barrett

DATE: March 25, 1975

FROM: R. J. Hacek JP for
Accounting Systems Officer

SUBJECT:

TCD 4-180885 has been deposited in lieu of retainage, replacing matured securities, on the contracts listed below:

		Matured Security		New Security		
Contract	Contractor	Rect. No.	Amt.	Rect. No.	Amt.	Net Increase
7937	Drake	1274	30,000			
7937	Drake	1396	10,000			
7937	Drake	1524	80,000	1534	120,000	0
7741	Drake	--	--	1532	10,000	10,000
7866	Ball	1273	15,000			
7866	Ball	1523	20,000	1533	40,000	5,000
Total			155,000		170,000	15,000

A copy of the Safekeeping Receipt and transmittal letters will be filed, in the applicable contract files, in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

№ 1533

SAFEKEEPING RECEIPT

Received for Account of Gordon H. Ball, Inc.

Date March 24, 1975

Address P.O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	4-180885	part	170,000				$ 40,000.0
U.S. National Bank of Oregon, Portland							
Dated March 20, 1975 Due April 21, 1975 5.75%							
							$ 40,000.0

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by

Emily Lohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 24, 1975

Gordon H. Ball Company, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasurer's Safekeeping Receipt No. 1533, dated March 24, 1975, in the amount of $40,000.00.

We have credited State Highway Contract No. 7866.

This new Safekeeping Receipt cancels receipts No. 1523 and No. 1273.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Department, Dick Haeck
cc: Donald M. Drake Company

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1534

Received for Account of Donald M. Drake Company

Date March 24, 1975

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit	4-180885	part	170,000				$ 120,000.00
U.S. National Bank of Oregon, Portland							
Dated March 20, 1975							
Due April 21, 1975 5.75%							
							$ 120,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by
Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1532

Received for Account of Donald M. Drake Company

Date March 24, 1975

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALU
Time Certificate of Deposit	4-180885	part	170,000				$ 10,00
U.S. National Bank of Oregon, Portland							
Dated March 20, 1975							
Due April 21, 1975 5.75%							
							$ 10,00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 24, 1975

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attention: Donald B. Kane

Gentlemen:

Enclosed is Oregon State Treasurer's Safekeeping Receipt No. 1532 dated March 24, 1975, in the amount of $10,000.00. We have credited State Highway contract No. 7741

Also enclosed is Oregon State Treasurer's Safekeeping Receipt No. 1534, dated March 24, 1975, in the amount of $120,000.00. We have credited State Highway contract No. 7937.

As per your instructions we are returning the following securities:

	#7866		#7937	
TCD # 4-180742	$20,000.00	1523	$ 80,000.00	1524
Mult-Clack Co. UHSD U2-20 Jt. Bonds No. 123/125,(5,000 each)	15,000.00	1273		
Port of Astoria Bond No. 391/420 1,000.00 each			30,000.00	1274
Wash. Co. SD #48 Bonds No. 169/70 5,000.00 each			10,000.00	1396
	$35,000.00		$120,000.00	

The above cancels State Treasurer's safekeeping receipts #1524, #1274, and #1396 account of Donald M. Drake. No. 1523 and No. 1273 account of Gordon H. Ball, Inc.

We are also enclosing our invoice in the amount of $2.40 to cover the cost of returning bearer bonds to you.

Kindly acknowledge receipt of the above securities by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By:

Emily Rohde

Enclosures
cc: State Highway Divsn., Dick Haack

COPY

7937

STATE OF ORE[illegible]
HIGHWAY DIVISION

INTER[illegible]CE MEMO

TO: C. W. Head   Contract Payments
J. Bond   C. Barrett

DATE: March 5, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake
Contract 7937

TCD No. 4-180742 in the amount of $80,000.00, has been deposited in lieu of retainage on contract 7937. (Safekeeping Receipt 1524).

Matured bonds deposited in lieu of retainage in the amounts of $10,000.00 (Receipt 1255), $15,000.00 (Receipt 1254) and $5,000.00 (Receipt 1256) have been returned to the contractor. These transactions result in a net increase in the amount on deposit on contract 7937 of $50,000.00

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

81-125-1367

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1524

Received for Account of Donald M. Drake Company

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

Date February 26, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit	4-180742	Part	$100,000				$ 80,000.00
U.S. National Bank of Oregon, Portland							
Dated 2/21/75							
Due 3/24/75							
5.75%							
							$ 80,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Emily Rohde
Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 27, 1975

Donald M. Drake Company
1740 N.W. Flander Street
Portland, Oregon 97209

Attn: Donald B. Kane

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1524, dated February 26, 1975, in the amount of $80,000.00 covering T.C.D. number 4-180742, drawn on United States National Bank of Oregon, Portland, Oregon.

We have credited State Highway contract number 7937.

As per your request we are returning the following bearer bonds:

$10,000.00 Marion County UHSD #5, dated 8-1-66, due 2-1-75, (4-1/4%) numbers 292/301.
$5,000.00 City of Toledo, Lincoln County, Oregon, (4-1/4%) dated 3-1-57, due 3-1-75, numbers 76/80.
$15,000.00 Jackson County S.D. number 549-C, (3-1/4%) dated 2-1-58, due 2-1-75, numbers 457/71.

This cancels State Treasury safekeeping receipts numbers 1255, 1256, and number 1254.

We are also enclosing our invoice in the amount of $2.50, to cover the cost of returning the bonds to you.

Kindly acknowledge receipt of these bonds by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By Emily Rohde

Emily Rohde

ER: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

COPY

FORM 2-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland,Oregon

SUBJECT: Type "B" & "D" Signs

To: Oregon State Highway Division
Bridge Design Section
329 State Highway Building
Salem Oregon 97310

Attn: Walter J. Hart,
Bridge Engineer

Project: S. Tigard Interchange - E. Portland Fwy. Intch.

Highway: Pacific (I-5)

County: Washington - Clackamas

Contract No: 7937

Bridge No:

FOR YOUR APPROVAL: SIGNS ~~SHEETS~~ NO: 122, 112, & 85

Y

REMARKS:

Howard R. Harris
Resident Bridge Engineer

cc: Region
File
M.O. Payne

NOTED
T. G. THOMPSON

RECEIVED
FEB 21 1975
BRIDGE DIVISION

CORAL CORPORATION
Canby Fabricating [illegible]
Route 2 Box 127
CANBY, OREGON 97013
~~Phone 651-2155~~

Coral Corporation
P.O. Box 258
Gladstone, Ore.
97027
[illegible]
Phone: (503) 655-63

LETTER OF TRANSMITTAL

DATE 2/17/75
JOB NO. 7937
ATTENTION
RE: S. Tigard IC-E. Portland Freeway

TO Maurice Payne, Resident Engineer
12939 SW Pacific Highway
Tigard, OR 97223

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via ________ the following items:

☒ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ ________

COPIES	DATE	NO.	DESCRIPTION
4	2/15/75		Type "D" Sign Shop Drawings
4	2/18/75		Type "B" Sign Shop Drawings

THESE ARE TRANSMITTED as checked below:

☒ For approval ☐ Approved as submitted ☐ Resubmit ____ copies for approval

☐ For your use ☐ Approved as noted ☐ Submit ____ copies for distribution

☐ As requested ☐ Returned for corrections ☒ Return 1 corrected prints

☐ For review and comment ☐ ________

☐ FOR BIDS DUE ________ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Please forward these drawings to Oregon State Highway Design Division for approval.

COPY TO Donald M. Drake Company

SIGNED:

If enclosures are not as noted, kindly notify us at once.

Form 240-T — New England Business Service, Inc., Townsend, Mass.

#1937

Robert W. Straub
XXXXXXXXXX

January 28, 1975

940-5

Mr. Dale Montgomery
Predelivery Service Corporation
14880 S. W. 72nd Avenue
Tigard, OR 97223

Dear Mr. Montgomery:

Thank you for your letter concerning the water runoff onto your property from I-5.

Our investigation found that the outlet of your pipe running into the ditch located on Mr. J. Smets' property to the north of you is plugged. This restricts water runoff and backs water onto your parking area. Mr. Smets is in the process of improving the area and drainage should be included in his plan.

The highway construction will provide curbs and a storm sewer adjacent to your property. This storm sewer facility will reduce the water volume going through your system.

Please feel free to contact our Resident Engineer on the project, Mr. M. D. Payne, if you have any questions. His address is 12949 S. W. Pacific Highway, Tigard, or he may be reached by phone at 639-7281.

Very truly yours,

ORIGINAL SIGNED BY
A. E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey (enc.)
Ed Hardt
M. D. Payne

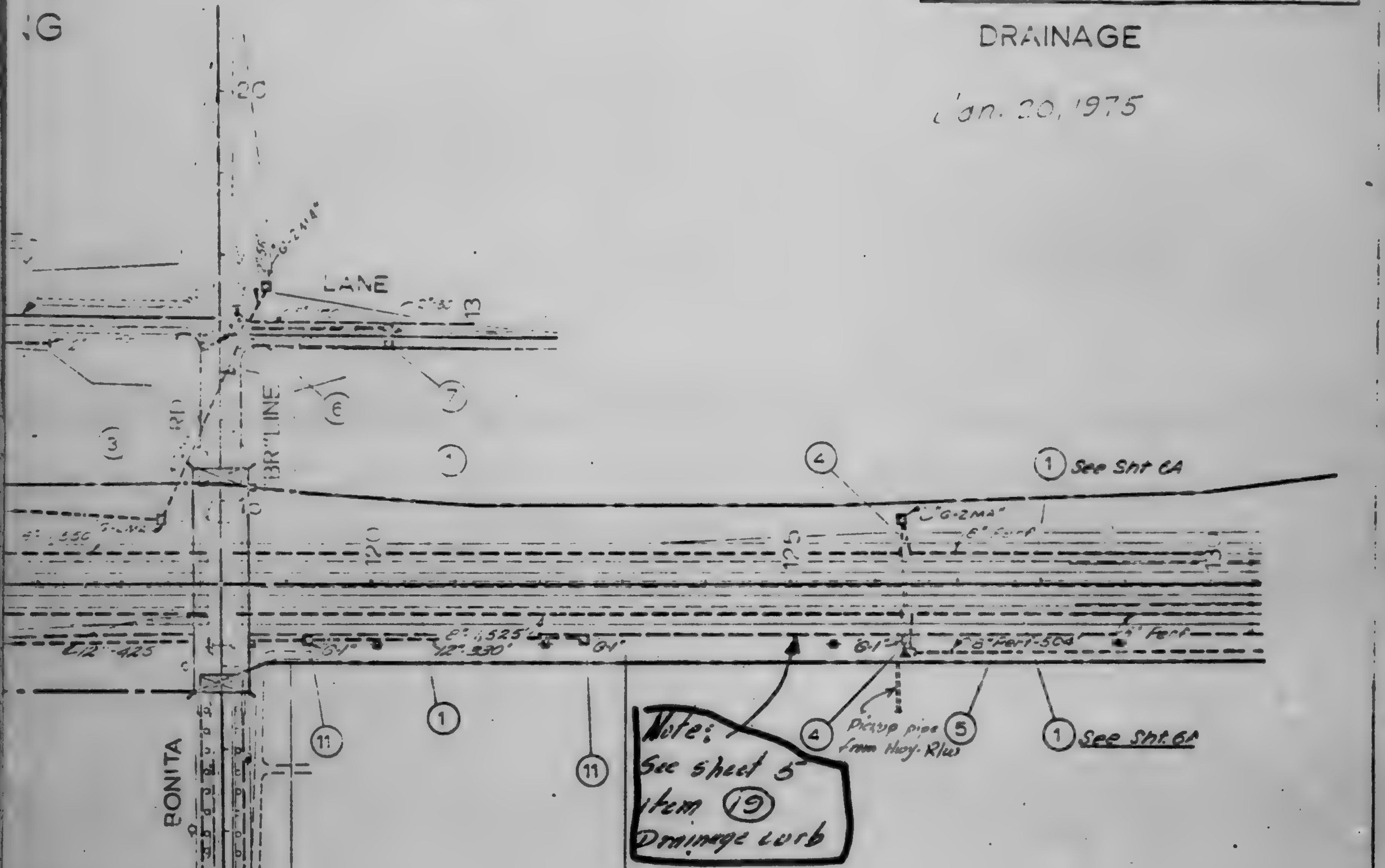
DRA:b ja

S TIGARD INTCHGE-EAST PORTLAND FRWY INTCHGE SEC
PACIFIC HIGHWAY
WASHINGTON & CLACKAMAS COUNTIES

FED. RD. DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.
10	OREGON	I-5 5(60)290		6A

DRAINAGE

Jan. 20, 1975


G
20
LANE
13
7
6
3
RD
BR LINE
1
4
1 See Sht 6A
G-2MA
6" Perf
120
125
130
6" 550
E12" 425
6" 525
12" 330
G-1
G-1
8" Perf-500
6" Perf
11
1
11
Note: See sheet 5 item 19 Drainage curb
4
Pickup pipe from Hwy. R/W
5
1 See Sht 6A
BONITA
12" 56
12" 46
10
10
WM.
Predelivery Service Corp.
J. Smets
9
8
5
Drainage outfall into open ditch
Drain Ditch
← Drain
Note: Abandon Extg. Pipe Shown Thus

cy Keasey
1-28-75

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Tigard, Oregon 97223

50 RME A RAE

TE RECEIVED RSM

UE JAN 22 1975 RSC

SO REGION I RBI

ENV LOC

DATE Jan. 21, 1975

TO Mr. Don Adams
Regional Construction Engineer

FROM Maurice D. Payne
Res. Engr.

SUBJECT Water Runoff Complaint
Mr. Dale Montgomery
Predelivery Service Corp.

Attached is a portion of plan sheet 5A, showing the drainage to be constructed and the drainage through Predelivery Corp. and Smetz property.

Predelivery has a pipe located opposite Sta. 125 + 20 that picks up the water running off Highway R/W. The outlet end of this pipe is on the property line between them and Mr. Smetz. The water is carried in the ditch through Smetz property as shown on the plan sheet.

Mr. Smetz requested a meeting to discuss driveway locations on the new proposed access road leading to S.P.R.R. property adjacent to Bonita Road. This meeting was attended by Messrs. Judson, Holcomb, Region R/W office, Smetz and myself. His main concern was drainage. He led us on a tour to the open drain ditch and explained how he wants to level the area. He had started to level but the rain stopped the operation. The outlet end of the pipe coming from Predelivery property was plugged. He requested the Highway Department install a pipe inthe ditch as additional consideration in R/W negotiation, subsequenty I found R/W negotiations had been completed, drainage was not included in the settlement. I told him the drainage pattern has been in existence for many years and it is his obligation to perpetuate the flow.

There has been no additional pipes or other drainage added onto Predelivery property. Existing pipes have been extended because the wall blocked the outlets, the original drainage pattern exists.

As shown on plan sheet 5A, an expanded plan will be constructed. The drainage curb and storm sewer system will restrict surface water from running into this area, this will result in a reduction of water running onto Predelivery property.

Maurice D. Payne
Res. Engr.

by R.L. Banzer

R.L. Banzer
Ass't. Res. Engr.

RLB/mwt

cy Keasey
1-28-75

cc: file

D. L. Montgomery, Gene[illegible]anager

14880 Southwest 72nd Avenue
Tigard, Oregon 97223
Phone (503) 639-4131

[illegible]delivery
Service
Corporation

January 14, 1975

Chief Engineer
State of Oregon
Highway Department
Salem, Oregon

Dear Sir:

I am writing you this letter to secure some investigative action on your part to review a situation of storm water runoff from Interstate 5 Highway across our property and through our storm drain.

With the most recent installation of a large retaining wall in conjunction with the highway being widened, we have experienced during heavy rainfall, an increased amount of water draining from the highway and across our property. This increased amount of water flow added to the drainage of our property is more than our storm drain can handle and has resulted in flooding and overflow onto private property adjacent to our north bound property line.

We are located at 14880 S. W. 72nd Avenue, Tigard, Oregon, 97223. Our 220' east bound property line is adjacent to and parallel with the west side of I5 between the Bonita Road and Upper Boones Ferry Road exits.

I request your immediate investigation.

Thank you.

Sincerely,

Dale Montgomery
Dale Montgomery

a6g

cc: L. Cotter
Ford Motor Real Estate

RECEIVED
STATE HWY ENGR
JAN 15 '75
REFER TO
Coulter
FOR
X X

NOTED
A. E. JOHNSON

7937

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

CON 7937

January 22, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

FHWA Program Review
Bridge Construction Methods and Feedback
S. Tigard-E. Portland Fwy. Section
Pacific Highway
Contract 7937

At the December 16, 1974 meeting with Howard Harris, the checking of post-tensioning force and checking of falsework were discussed and we were to check into our procedure and report back.

For post-tensioning, Phil Oakley and Paul Anderson are available to aid the residents and usually on a resident's first post-tensioning job, either Phil or Paul will go to the job site to assist the resident. The State has two load cells which are available for the residents to check the tensioning jacks. In checking the post-tensioning, we use the jacking force to determine prestressing force and measure elongation, mainly for a check on duct friction. When we were looking at the resident's log of jacking loads and elongation, we thought the elongations were low, but we should have added the anchor set which would make the measured elongation about four percent under the calculated elongation.

The table of stresses which the resident engineer used for checking of the falsework designs for subject structures was incomplete. It did not

RECEIVED
JAN 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen Green
-2-
January 22, 1975

give the lumber stress grade. We are in the process of working up a guide for checking of falsework and when it is completed, we will send copies to all residents so that all falsework will be checked to the same standards.

Very truly yours,

Walter J. Hart
Bridge Engineer

L. L. Wallace
Bridge Design Engineer

TGT:dh

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

#7937

825-K

January 13, 1975

Mr. Ed C. Wegner
Technical Services Supervisor
Oregon Portland Cement Company
111 S. E. Madison
Portland, OR 97214

copy in
#7981

Dear Mr. Wegner:

This is to review our recent meeting and respond to your January 6 letter concerning possible relief on your commitments to supply cement to two contractors on the South Tigard Interchange and Hayesville Interchange projects.

As I said at our meeting, in view of the Attorney General's opinion (a copy was furnished you previously) concerning amending contracts to relieve a contractor from severe economic hardship caused by extreme cost escalations, there is no way under the existing laws that we are able to offer you any relief.

I appreciate having your input on the effects of escalation and have furnished this information to our Construction Section and to our cost analysts. We are sympathetic to your problems, but unfortunately have no solution.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey - Att.
Cliff Layton "

AEJ:ms

opc
OREGON PORTLAND CEMENT COMPANY
INCORPORATED

RECEIVED
STATE HWY ENGR
JAN 10 '75
REFER TO
FOR

January 6, 1975

Mr. Fred B. Klaboe
135 State Highway Building
Salem, Oregon 97310

PAVING PROJECTS - CEMENT SUPPLY/COST ESCALATION

The Oregon Portland Cement Company is concerned with the massive increase in production costs of cement from the bid date to actual delivery to the two projects. The projects and the details of cement supply are:

I. S. Tigard Interchange--East Portland Freeway — Bid Date - 9-6-73
Cement quantity, in tons:
6,550 in cement treated base - Supplied by others.
4,580 in structures - " " "
9,220 in concrete paving - to be supplied by OPC, 50% in late summer, 1975, balance in early 1976.

II. Hayesville Interchange--Salem — Bid Date - 2-22-73
35,000 tons of cement in concrete paving.
3,610 tons supplied during November, 1974
31,390 tons to be supplied in spring of 1975.

The Public Utilities has granted large increases in the two largest costs in the production of portland cement, and reflected in our costs per ton as shown by the following:

	2-22-73	9-6-73	11-1-74	4-1-75	1976
Fuel Cost Per Ton of Production	$3.46	$3.68	$9.27	?	?
Power Cost Per Ton of Production	$0.50	$0.50	$1.00	$1.25	?

Thus, if we were to simply multiply the cost differentials by the tons of cement delivered, our cost of supplying these two projects can be summarized as follows:

	Fuel		Power			
Project # I -	$9.27 3.68 $5.59	+	$1.25 0.50 $0.75	=	$ 6.34 X 9,220 tons	$ 58,454.00
Project # II -	$9.27 3.46 $5.81	+	$1.00 0.50 $0.50	=	$ 6.31 X 3,610 tons (1974)	$ 22,779.00
	$9.27 3.46 $5.81	+	$1.25 0.50 $0.75	=	$ 6.56 X 31,390 tons (1975)	$205,918.00
						$287,151.00

RECEIVED
STATE HWY ENGR
JAN 6 '75
REFER TO
Coulter
FOR

Mr. Fred B. Klaboe

January 6, 1975

To further illustrate the effect of fuel costs upon these projects, the transportation industry was granted rate increases that we are forced to absorb within the bid price. Using the same bid and supply dates and our published mill base prices, the following summary indicates the prices that would be bid currently:

Project # I	9-6-73	4-1-75	1976
Mill Base price, per ton	$25.80	$38.60	?
Truck Freight to job, per ton	1.80	2.40	?
Total Delivered price	$27.60	$41.00	

Project # II	2-22-73	11-1-74	4-1-75	1976
Mill Base price, per ton	$25.80	$33.60	$38.60	?
Truck Freight, per ton	2.60	3.10	3.40	?
Total Delivered price	$28.40	$36.70	$42.00	

To go one step further, the direct cost of transportation to these projects caused by increased rates allowed by the Public Utilities Commission in consideration of increased fuel costs can be shown as follows:

Project # I	9,220 tons X $0.60 per ton	$ 5,530.00
Project #II	3,610 tons X $0.50 per ton	1,805.00
	31,390 tons X $0.80 per ton	25,112.00
	Total Transportation Cost Differential	$ 32,447.00

When we bid these projects in 1973, we projected normal labor and material increases, but certainly could not foresee what happened to the fuel industry and the resultant price increases. The above summaries are only current costs and we still have to concern ourselves with final delivery in the 1976 season.

It is clearly illustrated that unprecedented increased costs of fuel will result in a substantial financial loss to our company in supplying the cement required on these two projects. We would like the opportunity to discuss any possible relief on our contract of supply to the contractors and the proper methods of submittal.

Ed C Wegner

Ed C. Wegner
Technical Services Supervisor

ECW/pk

S. Tigard Intchg.-
E. Portland Freeway Intchg.
Pacific Highway

Tualatin River
Washington County
c/r Highway Job No. 67

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Expires: 10-1-75

MATERIAL REMOVAL PERMIT NO. 1097-Renewal

DONALD M. DRAKE CO.

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox
William S. Cox, Director

December 19, 1974
Date

141-31-06-74

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1097

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. There shall be no operation of equipment in the active flowing stream except to place and remove berms.

3. At the project's completion, the stream shall be returned to the original channel.

4. Areas of streambank disturbance shall be riprapped with clean upland rock or planted with grass and shrubs.

5. Spoils and waste materials, including material from berm removal, shall be placed above the bankline.

6. No wastes of any type including but not limited to petroleum products; fresh concrete or water containing fresh concrete residues; creosote or other wood preservatives; paints and related compounds; solid wastes or debris will be released or allowed to escape through accident into the Tualatin River at any time during the project. There shall be no storage of these materials behind the berms.

7. No turbidity shall be created during berm installation or removal or from any other aspect of the project which will cause applicable water quality standards to be violated.

8. All berm materials will be promtly removed at the earliest possible time after berms are no longer needed to protect the pier footing work areas.

9. Sump pumping shall be accomplished in a manner that will prevent return to the river of turbid water, petroleum products, concrete waste and other products toxic to fish.

10. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

December 19, 1974

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H274450

PURCHASE ORDER

STATE OF OREGON

PAGE OF

P. O. DATE 7-18-74

NO. INVOICES 3

COMMODITY CODE

SHIP TO: J. H. Versteeg, Room 223, State Highway Building, Salem, Oregon 97310

7859

BILL TO:
OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

ACCOUNT NUMBER	BIENNIUM	BID NUMBER	
CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO. 734	

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.

DELIVERY REQUIRED

TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea		RENEWAL Surface Mining Permit So. Tigard Intchg.-E. Portland Freeway Intchg. Pacific Highway I-5 Washington County			$50.00	634-1061-900P
			Crew No. 007-00				

I Certify the Above Items are within Current Budget Allowance

ORDERED BY:

APPROVED

DATE 7-18-74

I Certify these Items are Authorized by the Dept. of General Services

AUTHORIZED AGENT -- SIGNATURE

DATE 7-18-74

RECEIVED BY:

DATE

FORM 81-734-1036

ORIGINATOR

7937

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 18, 1974
Salem

FILE: CON

FROM: R. J. Hacek
Accounting Systems Off.

TO: C. W. Head, V. Gallagher, J. Bond, C. Barrett

SUBJECT: Donald M. Drake
Contract 7937
Contract 7741

The following Treasurer's Receipts have been issued to record bonds deposited in lieu of retainage on contract 7937:

Rect. No. 1465	Bonds 99/110 for	$12,000.00
Rect No. 1466	Bonds 101/111 for	$11,000.00
Rect. No. 1467	Bonds 761, 787/801 for	$16,000.00

Treasurer's Receipt 1469 (bonds 89/99 - $11,000.00) has been issued to record a deposit in lieu of retainage on contract 7741.

Copies of the above Treasurer's Receipts and letter will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1465

SAFEKEEPING RECEIPT

Received for Account of Donald M Drake Co.

Date Dec. 17, 1974

Address 1740 N W Flanders St.
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Clackamas Damascus Water Dist. Bonds 4% dated July 1, 1964 Due July 1, 1976	99/110	12	1,000				12,000.00
							12,000.00

RECEIVED
DEC 18 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1467

SAFEKEEPING RECEIPT

Received for Account of Donald d M. Drake Co.

Date Dec. 17, 1974

Address 1740 N W Flanders St.
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Douglas School Dist. No 19 Building Bonds	764 787/801	1 15	1,000 1,000				1,000.00 15,000.00
Dated Jan. 1, 1965 Due Jan. 1, 1976							
3½%							
							16,000.00

RECEIVED
DEC 18 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Merle Crow Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1466

Received for Account of Donald M. Drake Co.
Address 1740 N.W. Flanders St.
Portland, Oregon 97209

Date Dec. 17, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Marion City of Stayton Storm Sewer Bonds 3½% dated June 1, 1965 Due June 1, 1976	101/111	11	1,000				11,000.00
							11,000.00

RECEIVED
DEC 18 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Merle Rowe ~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 17, 1974

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attn: Donald B. Kane, Vice Pres. Finance

Gentlemen:

Reference your letters dated December 11, 1974, please find enclosed Oregon State Treasury safekeeping receipts numbers 1465/1469 in the total amount of $64,000.00 as indicated below:

Company	Amount	Contact No
Donald Drake Company	$ 11,000.00	7741
Donald Drake Company	16,000.00	7937
Donald Drake Company	11,000.00	7937
Donald Drake Company	12,000.00	7937
Gordon H. Ball Inc.	14,000.00	7866
Total	$ 64,000.00	

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

RECEIVED
DEC 18 1974
Contract Acctg.

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: Gordon H. Ball Inc. P.O. Bx 897, Renton, Washington

COPY

7937

/N

Form E-206 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. Tigard Interchange - E. Portland Fwy. Intch.
Date November 19, 1974
Highway Pacific (I-5)
Contract No. 7937
County Washington - Clackamas
Prefix 634-1061
Contractor Donald M. Drake Company
F. A. Project No. I-5 - 5(60)290
Address 1740 N.W. Flanders; Portland, Oregon 97209
Order No. 20

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Correction of Cook SPRR U'xing engineering errors.

Location by station numbers: Cook SPRR U'xing, Bridge No. 2259B

Estimate of quantities and cost:

Labor	$120.00
Equipment	90.00
Materials	10.00
TOTAL	$220.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The concrete column was poured too high at bent 3 stage I and bent 4 stageI was formed too high due to an engineering error in establishing the cap grades.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $5,336,511.31
Present estimate of project cost, including $220.00 for work under this order $5,336,511.31
Expected under-run / over-run amount $
Expected under-run / over-run per cent

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer.

AD Adm.
12-5-74

SP*67066-724

Tigard Int - E.
Portland Freeway

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

November 7, 1974

Donald M. Drake Company
1740 NW. Flanders
Portland, OR 97209

Gentlemen:

The Division of State Lands and other natural resource agencies are reviewing Material Removal/Fill Permit No. 1097 for renewal.

Since this permit has expired, this letter will extend the permit under the same conditions until December 15, 1974, to keep the permit in force during the review period.

Sincerely,

William S. Cox

William S. Cox
Director

WSC:dw

cc: Fish Commission of Oregon
Oregon Wildlife Commission
Dept. of Environmental Quality
State Water Resources Board
Soil & Water Conservation Commission
Highway Division

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
/ Trout

RECEIVED
NOV 13 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to
Bring up
Other

7937 1P

Form E-200 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. Tigard Int.-E. Portland Freeway **Date** November 1 19 74
Highway Pacific Highway (I-5) **Contract No.** 7937
County Washington - Clackamas **Prefix** 634-1061
Contractor Donald M. Drake Co. **F. A. Project No.** I-5-5(60)290
Address P.O. Box 487, Tualatin 97062 **Order No.** 19

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install temporary and additional drainage systems not provided for in contract plans. Provide temporary erosion control.

Location by station numbers: Throughout project as directed.

Estimate of quantities and cost:

Labor	$2,000
Equipment	4,000
Materials	4,000
	10,000.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Contract Special Provisions provide for payment to the contractor when work to be performed is not attributed to his negligence. All work to be performed in accordance with Contract Specifications.
OSHD - AGC Rates to apply.
Work has not begun 10-31-74.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$15,336,511.3
Present estimate of project cost, including $10,000. for work under this order	$15,336,511.3
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne
Maurice D. Payne **Resident Engineer**

Approval Recommended: .... **Regional Engineer**

Approval Recommended: .... **For: Construction Engineer or Bridge Engineer**

Approved .... **Construction Engineer.**
Salem,

AD
11-25-74

7937 10-28-74

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

FILE: CON

FROM: R. J. Hacek
Acctg. Systems Off

SUBJECT: Donald M. Drake Co.
Contract 7937

TO: C. W. Head V. Gallagher
John Bond C. Barrett

Treasurer's Receipt #1397 (Bonds 1228/1232 5 @ $1,000.00 each) has been cancelled and these bonds have been returned to the contractor. See attached letters.

Copies of these letters will be filed (in the contract file) in the Commission & Staff Services Office.

CRP:pl

RECEIVED
OCT 28 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 23, 1974

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attn; Donald B. Kane, Vice Pres. Finance

Gentlemen:

Reference your letter dated October 21, 1974, as requested we are returning to you $5,000.00, State of Oregon County of Multnomah (3-1/4%) bonds, due December 1, 1974, numbers 1228/1232 (5) @ $1,000.00 each.

We are cancelling State Treasury safekeeping receipt number 1397, dated October 16, 1974. for credit of State Highway contract number 7937.

We are also enclosing our invoice in the amount of $1.60, the cost of returning the above mentioned securities to you.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hecek

RECEIVED
OCT 24 1974
Contract Acctg.

COPY

DM
DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 226·3991

October 21, 1974

Mr. Merle Crowe, Cashier
Treasury Department
State of Oregon
Salem, Oregon 97310

Dear Merle:

I find that we sent you on October 16, $5,000 of Multnomah County School District No. 7 bonds to be allogated to contract 7937. I am very sorry to trouble you, but I find that these bonds were purchased for different purposes and should not have been sent to you. We would appreciate it if you could return them to me at your earliest convenience. The other $20,000 bonds sent on the same day for contract 7937 are to be retained against that contract.

Thank you for your assistance.

Sincerely,

DONALD M. DRAKE COMPANY

Don Kane
Donald B. Kane
Vice President-Finance

DBK:cr

RECEIVED
OCT 24 1974
Contract Acctg.

INCORPORATED JANUARY 2 1973

7937

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 18, 1974

TO ~~C. W. Head~~ John Bond
C. Barrett Vince Gallagher

FROM RJH
R. J. Hacek
Accounting Systems Officer

SUBJECT Donald M. Drake Co.
Contract 7937

Treasurer's Receipt #1396 (Washington School District bonds 169/70 - $10,000), #1397 (Multnomah County School District bonds 1228/1232 - $5,000), #1398 (City of Klamath Falls Sewer bonds 721/735 - $10,000) are notices of deposits to be used in lieu of retainage on Contract 7937.

Copies of the receipts and letter will be filed in the Contract File in the Commission & Staff Services office.

CRP:njc

NOTED
C. W. HEAD

RECEIVED
OCT 17 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1396

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.

Address 1740 N.W. Flanders St.
Portland, Oregon 97209

Date 10-16-74

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Washington School Dist No 48 dated April 1, 1964 Due April 1, 1975 3%	169/70	2	5,000				10,000.00
							10,000.00

Purpose of Deposit In lieu of reteinage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
OCT 17 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1397

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.
1740 N.W. Flanders St.
Address Portland, Oregon 97209

Date Oct. 16, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
State of Oregon, County of Multnomah School Dist. No. 7 Gen. Obligation Bonds dated Dec. 1, 1964 Due Dec. 1, 1974 3½%	1228/1232	5	1,000				5000.00
							5,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
OCT 17 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1398

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.
1740 N.W. Flanders St.
Address Portland, Oregon 97209

Date Oct. 16, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
State of Oregon, County of Klamath City of Klamath Falls, Oregon Sewer Bonds dated July 15, 1956 DueJuly 15, 1975 3½%	726/735	10	1,000				10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 17, 1974

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attn: Donald B. Kane, Vice Pres.

Gentlemen:

Reference your letter dated October 15, 1974, please find enclosed Oregon State Treasury safekeeping receipts numbers 1396/1398, dated October 16, 1974, covering the following listed securities.

NAME	AMOUNT	CONTRACT NO.
Washington School	$10,000.00	7937
Multnomah School	5,000.00	7937
City Klamath Falls	10,000.00	7937

We acknowledge receipt of the $20,000.00, City of Rainer Bonds, and have forwarded the safekeeping receipt to Gordon H. Ball Inc.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
OCT 17 1974
Contract Acctg.

COPY

#7937

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 4, 1974

In reply refer to: 1041DE.1/INQ-396

SUBJECT: Oregon Project I-5-5(60)290
~~S. Tigard Interchange -~~
~~East Portland Freeway Interchange~~
(Upper Boones Ferry Road Interchange)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Attached are copies of a letter from citizen Helen B. James, Lake Grove, to our Regional Office and a reply to her from Hugh B. Henry, Director of our Office of Environment & Design.

Area Engineer Wallace N. Bryant will be arranging to meet with your project personnel to discuss the matter and to determine a course of action which will meet both the objectives of engineering efficiency and public safety.

G L Green
G. L. Green

Attachments
Ltr, 9-5-74, James
Ltr, 10-2-74, Henry

RECEIVED
STATE HWY ENGR
OCT 7 '74
REFER TO Coulter
Orig
FOR
Act X

Room 412 Mohawk Building
222 S.W. Morrison Street
Portland, Oregon 97204

October 2, 1974

10ED.2

Ms. Helen B. James
6207 S. W. Harrington
Lake Grove, Oregon 97034

Dear Ms. James:

In response to your letter of September 5, 1974, written to the Regional office of the Federal Highway Administration, we wish to advise you that your letter has been forwarded to our Oregon Division office for action. We have also discussed your problem by phone with the Oregon Division of FHWA. They will meet with the State Highway Division Resident Engineer on the Interstate 5 Project, and take whatever action they deem appropriate.

Our first reaction to your proposal to close streets is one of hesitancy, since this causes considerable inconvenience to adjacent property owners. Rather, it would seem more appropriate to see if additional, or modification of existing, traffic control is needed.

We appreciate your taking the time to bring this matter to our attention, and trust that the problem you stated will be taken care of soon.

Very truly yours,

Original signed by
Elmer J. Leland

Hugh B. Henry
Director, Office of Environment
and Design

E.J.LELAND:veh:10-2-74

✓ cc: Oregon Division 1041DA.1

6207 S.W. [illegible]
Lake Grove, Oreg. [illegible]
9/5/79

Federal Hiway Administration
Region Ten
222 S.W. Morrison
Portland, Oreg. -

RECEIVED
REGION

Dear Sirs -

As a resident on Harrington Ave. in Lake Grove I feel a most urgent request be made during construction at the Boones Ferry, Carman Drive - Roosevelt, Harrington exit and entrance to + from the Baldock Frwy.

We may have gotten by so far without a facility, but with winter rain + early darkness coming upon us I can no longer ignore + depend on prayers to get me through that intersection every day -

My suggestion may not be workable but close at least one or two of these streets during the construction period - No 1 Roosevelt can come around to Harrington or both Roosevelt + Harrington can go around to Carman. The cars coming up Carman are already entering a flat curve + I've observed their potentially of skidding in [illegible] weather -

Please do something

Sincerely

7937

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 16, 1974

FILE:

NOTED
H. S. COULTER

FROM: John H Walker
John H. Walker
Quality Control & Training Engineer

TO: MEMO TO THE FILES

SUBJECT: Deletion of Lime Treatment in Rocky Areas
S. Tigard Int.-E. Portland Freeway Int.
Contract No. 7937

On Thursday, September 12, 1974, a meeting was held at Resident Engineer M. Payne's office in Tigard to discuss the problems concerning lime treatment of soils on the subject project. Those present were Don Adams, Maurice Payne, Clarence Gregg and John Walker.

The problem involved difficulty of mixing lime into the rocky subgrade on the northbound lanes at the area from the Tualatin River northward about 2,000 feet. The two photos on the attached sheet is within this area.

After viewing the area in the field, it was obvious that it would be quite difficult to properly mix lime into the top 6 inches of the subgrade due to the preponderance of rock. It is estimated there is some 75 percent of the subgrade material greater in size than 1/4 inch. There are some rocks that are quite large and use of normal pulverizing equipment would be impractical. Due to the nature of this subgrade material, it was agreed that the best procedure would be elimination of the lime treatment at the areas where it would be impractical to process the lime into the subgrade.

After discussion, it was decided it would be relatively easy to leave the subgrade 2 - 3 inches low and increase the depth of the bituminous base that amount to obtain an equivalent design strength as the original. This can be done at virtually no additional cost to the project.

It was recommended that lime treatment be deleted in the rocky areas where it is impractical to mix the lime into the subgrade material, and that an additional thickness of some 2 - 3 inches of bituminous mix be placed by lowering the subgrade by this same amount in this rocky area.

JHW:fr
Att.
cc: H. S. Coulter
Don Adams
Maurice Payne
Clarence Gregg

RECEIVED
SEP 17 1974
Office of
Assistant State Highway Engineer

7937

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
September 13, 1974
Salem, OR 97310

FILE:
NOTED
H. S. COULTER

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Easement Indenture
Portland X'ing of SPTC
S. Tigard Intch.-E. Portland
Freeway Intch. Sec.
Pacific Highway (I-5)
Washington County
Contract No. 7937
R/W File: ~~46011, 46053~~

The State's original fully executed counterpart of the Easement Indenture on the above contract has been handed to Velda De Guire in the Right of Way Section for processing, after which it will be forwarded to your office for your permanent records. Distribution of conformed copies has been made as indicated below. When this easement is recorded in the Washington County Records, Southern Pacific Transportation Company should be notified of the recording data.

This easement has been granted to the State of Oregon by the Southern Pacific Transportation Company at no cost to the State. It is to accompany the Construction Maintenance Agreement of this project which was executed on May 26, 1973.

Section heads should review this easement and acquaint themselves with any responsibilities their section must bear in fulfilling the terms of the easement.

JEC:jrk

cc: ~~H. S. Coulter~~

C. T. Keasey	w/copy easement
D. H. Moehring	"
W. J. Hart	"
V. E. Skoog	"
J. B. Boyd	w/original easement
R. N. Chase	w/4 copies easement
J. L. Sollis	w/copy easement
E. L. Hardt	"
R. L. Rumbolz	"
Maurice Payne	"

NOTE: Please furnish copy to District Engineer when project is completed.

RECEIVED
SEP 13 1974
Office of
Assistant State Highway Engineer

7937

Salem, Oregon

August 27, 1974

C. T. Keasey, Construction Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

S. Tigard Interchange-
East Portland Freeway Section
[redacted]
Clackamas County

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 27 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up __/__/__
Other ______

The proposal to allow a 3/4 inch space between adjacent barrier sections in temporary locations on the subject project rather than the specified 3/8 inch space is hereby approved by the Final Design Engineer.

It might be pointed out that it is possible that the sections, when struck, will certainly be subject to more displacement and also it is probable that the keys and keyways will receive extra damage.

FET:we
cc: Don Adams, Region I Construction Engineer
Maurice Payne, Resident Engineer

#1737

8

FORM E.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE July 26, 1974

TO Memo to File

JBBoyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT F. A. Project No. I-5-5(23)
File 46049 - Northwest Natural Gas Company
South Tigard Interchange - I-205 Section, Pacific Highway
35-73-FIN-28 - Letter 10-35.6 dated July 19, 1973

We have reviewed the letter from Mr. G. L. Green, Division Engineer, F.H.W.A., on the above subject file. We have expended every effort to bring the F.H.W.A. representatives into our point of view. We believe that the settlement was reasonable and in conformance with good Engineer and Right of Way practice. There appears no reasonable way to resolve the difficulty and in conference with Mr. F. B. Klaboe it was our decision to drop future attempts to clear this citation.

JBB:rk
cc: G. L. Green
F. B. Klaboe
R. L. Schroeder ✓
M. Mitchell

NOTED
R. L. SCHROEDER

RECEIVED
JUL 29 1974
Office of
Assistant State Highway Engineer

#7937

Department of Transportation

J. B. Boyd
Right of Way Engineer

July 24, 1974

C. W. Head
Commission Services

Attached for further handling are two copies of an easement indenture with the Southern Pacific Transportation Company for construction of the Tualatin Overcrossing on the South Tigard Interchange-East Portland Freeway Interchange Section of the Pacific Highway in Washington County.

Please have the Railroad Company date and sign the indenture. We are retaining a xerox copy of this indenture until the fully executed original is returned for the Transportation Commission's files.

RAILROAD COMPANIES
FILE No. 390

js
Attachment

7937

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 22, 1974

TO ~~C. W. Head~~ V. Gallagher
John Bond Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT Donald M. Drake, Co.
Contract 7937

Attached is a letter and a Treasurer's Receipt #1297 (Bonds 9/12 in the amount of $20,000.00) advising us of the deposit by Donald M. Drake Co. in lieu of retainage on contract 7937.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1297

Received for Account of Donald M. Drake Co.

Address 1740 N. W. Flanders St.
Portland, Oregon 97209

Date July 18, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
State of Oregon, County of Clackamas School Dist No. 53 Building Bonds 8% Dated 7-1-74 Due 7-1-75	9/12	4	5,000				20,000.00
							20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Merle Crowe
Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JUL 19 1974
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 18, 1974

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attn: Donald Kane, Vice Pres.

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1297, dated July 18, 1974, covering $20,000.00 Clackamas County School District Bonds, numbers 9/12 due July 1, 1975.

We have credited your State Highway contract number 7937.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, Attn: Dick Hacek

RECEIVED
JUL 19 1974
Contract Acctg.

COPY

7937

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 19, 1974

TO C. W. Head V. Gallagher
John Bond Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT Donald M. Drake Co.
Contract 7937

Attached is a letter and a Treasurer's Receipt #1292 (Bonds 469/518 in the amount of $50,000.00) advising us of the deposit by Donald M. Drake Co. in lieu of retainage on contract 7937.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1292

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.
1740 N.W. Flanders St.
Address Portland, Oregon 97209

Date July 16, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
State of Oregon, County of Lane City of Springfield General Obligation Bonds Sewage Collection and treatment facilities issue Aug. 1, 1961. dated Aug. 1, 1961 Due Aug. 1, 1975	469/518	50	1,000				50,000.00
							50,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JUL 18 1974
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 17, 1974

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attn: Donald B., Kane

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1292, dated July 16, 1974, in the amount of $50,000.00 covering State of Oregon City of Springfield Sewer Bonds, Nos. 469/518, due August 1, 1975.

We have credited your State Highway contract number 7937.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MO: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Haeck

RECEIVED
JUL 18 1974
Contract Acctg.

COPY

Form FHWA 121 (Rev. 5-73) #7937

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 18, 1974

In reply refer to: 10-41.1

SUBJECT: Oregon Project I-5-5(23)286
Tigard Junction - Clackamas Co. Line Section
File 46049, Northwest Natural Gas Company
(Mr. Boyd's memo, 2-20-74)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Boyd's memorandum requested reconsideration of our citation in the amount of $27,494 for the above file.

I have carefully reviewed all of the information submitted with Mr. Boyd's memorandum, as well as other information included in our files. I have also discussed this entire matter with our Regional Office.

I have been unable to find any additional justification for increasing our participation in the acquisition of this file. I am also unable to adopt the suggestion to arrive at a solution by arbitration, as this method of value setting is not acceptable as a basis for determining Federal participation. Therefore, our ineligibility notification in the amount of $27,494 remains in effect.

G L Green
G. L. Green

Green:nig

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUL 19 '74
REFER TO
Orig - [illegible]
FOR
Info | DIR | Sign | Act ✓ | File

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
STATE HWY EN
FEB 21 '74
REFER TO

FOR

Info | Inves | R/D | D/R | Sign | Act | File

February 20, 1974

G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

NOTED
A. E. JOHNSON

F. A. Project No. I-5-5[23]
File 46049 - Northwest Natural Gas Company
South Tigard Interchange - I-205 Section, Pacific Highway
35-73-FIN-28 - Letter 10-35.6 dated July 19, 1973

On November 16, 1973, I discussed with you and C. J. Mathias the Oregon State Highway Division's position on the subject citation in the amount of $27,494.

We believe that the settlement made by the Oregon State Highway Division is in the best interest of both the State and Federal Governments. I am submitting a resume' of my thoughts on the matter along with appropriate accompanying documents so that this file might be reviewed at a higher level.

I request that this entire file be first again reviewed in your office based on the enclosed presentation and then, if necessary, at the regional level. If the regional review is negative, I recommend formal or informal arbitration be precipitated. One competent person should be chosen by the Federal Highway Administration and one by the Oregon State Highway Division. A third party should be chosen by those two representatives in order to analyze this file and determine whether or not the State is entitled to full participation.

We will abide by the outcome of any such review but otherwise intend to carry this matter as far as is necessary.

Our administrator is in agreement with my general analysis, and he also wishes the review be completed. If you need further information I will be glad to obtain it for you.

It is my general belief that the Federal Highway Administration is extremely fair in its analysis of our operations, but when a particular file such as this leads to disagreement it must be reviewed completely in order to retain impartiality.

JBB:JP
cc F. B. Kiaboe
A. E. Johnson
R. L. Schroeder
L. H. Young
V. E. Skoog
M. R. Mitchell

CON 16
I-5, E.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 12, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-5-5(23)286
N. Tigard - Hubbard Section
Files 46048 and 46049
Ineligibility Notification 35-73-FIN-28

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

On October 26 the State provided a copy of a comparable sales sheet covering the Horton to Public Cold Storage sale. In effect the State exchanged excess land acquired from Horton at $1.39 per square foot for lands acquired from Northwest Natural Gas which were appraised at approximately $0.63 per square foot.

Paragraph 7e of PPM 80-1 sets forth the basis for Federal participation in excess acquisitions which are exchanged for acquisitions within the right of way. Inasmuch as the price paid for the excess land substantially exceeds the appraised value of the lands to be acquired and there is inadequate data to support the theory that damages, other than cost to cure damages, occurred to the remaining property of Northwest Natural Gas we cannot participate beyond the amounts set forth in our September 17, 1973 letter and the ineligibility notification.

for G. L. Green

RECEIVED
STATE HWY ENGR

NOV 14 '73

REFER TO
Orig – [illegible]   cy adj

FOR

Info	Inves	R/D	D/R	Sign	Act	File

CCH 16
I 5, E.

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 2, 1973

RECEIVED
STATE HWY ENGR
OCT 3 '73
REFER TO
FOR

Info	Invsg	R/D	O/R	Sign	Act	File

Mr. G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

File No. 46048 - Horton
46049 - Northwest Natural Gas Co.
N. Tigard - Hubbard Interchange Section
Pacific Highway
Washington County
Federal No. I-5-5(23)286

We have had considerable correspondence between our organizations in attempting to rationalize the purchase of an excess parcel of property from Right of Way File No. 46048 to mitigate the damages on File No. 46049, Northwest Natural Gas Co.

In discussions with your personnel, it is my belief that our price for this excess property was justified at $1.39 per square foot. I do not believe that the necessity of providing the Northwest Natural Gas Co. and their million dollar plus installation should be in question. I am positive that the damages would be considerable if nearly the same land was not replaced to the Company.

We have ascertained that a sale directly across the county road from the property purchased from Horton was sold recently by Mr. Horton to the Public Cold Storage, Inc.; the transaction is in escrow but is dated July, 1973. The consideration for this parcel was $250,000 for a land area of 175,982 square feet, which figures to something greater than $1.42 per square foot. We believe this is an identical situation to the parcel we purchased and the value further substantiates that our $1.39 per square foot for the excess property was justified.

We request that you restore full participation in the files. Documentation for this sale is being transmitted and will be in our files to substantiate this property sale.

cc F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
M. R. Mitchell

CON 16
I-5, E.

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 17, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-5-5(23)286
N. Tigard - Hubbard Section
Files 46048 and 46049
Ineligibility Notification 35-73-FIN-28

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Boyd's letter of August 28, 1973 requests full participation in a settlement with Northwest Natural Gas Company (File 46049) which involves a trade of excess property acquired from Horton (File 46048). The State expended $132,241 in acquiring the right of way on these two files which includes the cost of the excess lands which were transferred to Northwest Gas. The review appraisals (including the adjusted review appraisal as presented in Mr. Boyd's letter) total $117,100. This amount includes a review appraisal of $93,600 on File 46049 which we do not believe is adequately supported for purposes of Federal participation. We will participate in the amount of $104,747 covering files 46048 and 46049.

The State's review appraisal on File 46049 of $93,600 is based upon their highest appraisal which exceeds the State's other two appraisals which were in the amount of $68,559 and $73,000. Documentation is inadequate to support a payment to Northwest Gas for acquiring two residential properties adjacent to their existing plant at a price in excess of the value of the taking as appraised by all appraisers. Furthermore it is our understanding that this land was acquired prior to the State's appraisals and settlement. There is inadequate data to support the theory that damages occurred to the remaining property over and above the cost to cure which was allowed in all the State's appraisals. The State was informed approximately four months before settlement that the high appraisal did not adequately document the damages to the remaining property and that the appraisal was not on a before and after basis.

G L Green
G. L. Green

RECEIVED
STATE HWY ENGR
SEP 19 '73
REFER TO
Orig - Boyd
9-20-73
FOR

Info	Invsg	In	D/R	Sign	Act	File
		✓			✓	

August 28, 1973

Glen L. Green
Federal Highway Administration
ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Subject: Ineligibility Notification 35-73-Fin-28
Northwest Natural Gas Co.
File 46049
N. Tigard Interchange-Hubbard Section
Pacific Highway
Washington County

This ineligibility notification is I believe tendered because of a misunderstanding of the files. This large facility of $1,000,000± was an operating maintenance property designed to fit the service requirement of Northwest Natural Gas Co. It consisted of buildings, testing equipment, and a parking lot. The Oregon State Highway Division needed a portion of this property, or approximately 10 percent of the existing land surrounding this large building.

The thought from an engineer's viewpoint that the removal of this 10 percent did not damage the whole is incomprehensible. The process of putting this facility back together was a prime necessity in order to reach a settlement with Northwest Natural Gas.

We were fortunate that they were reasonable in facing up to a solution which benefitted the Oregon State Highway Division and the Federal Highway Administration. Without this peaceful agreement a complex litigation would have ensued, costing the State Highway Division in my opinion many more dollars than the present settlement entails.

I have attempted to go through this file piece by piece, and I believe the rounded tabulation which follows simply points out the fact that by virtue of buying the excess parcel from the neighbor we placed Northwest Natural Gas back in reasonable conformance to

noted ms

to their original plan. The dollars we paid to Horton were essential because we did not have the power of condemnation and a peaceful negotiation was mandatory. This was in essence a measure of damages paid to settle the problems of Northwest Natural Gas.

REVIEW APPRAISAL

	Original	Adjusted Review
Land - 44,400 x .69 =	30,000	30,000
Improvements	2,600	2,600
Damages	20,000	20,000
Cost to cure	32,000	41,600*
	84,600	93,600

* only change is cost to cure underestimated

SETTLEMENT SIMPLIFIED

Land - 39,816 x .69 =	27,500
Permit of Entry	1,800
Improvements	4,000
Cost to cure	41,300
Damages (not shown)	27,500
	102,100

As you can see by the tabulation the settlement does not include the damage item. The damage item is by virtue of the trade square footage for a practical purpose hidden. We by virtue of the trade of 39,816 square feet of excess land at $1.38 per square foot have made the Northwest Natural Gas whole. The $20,000 damage figure is paid under the Horton File for excess land.

It is unfortunate that the arithmetical process of the appraisals and the final report do not show this in black and white terms. The difference of $8,500 is well within the range of market valuation considering in the settlement that Northwest Natural Gas Co. was shorted approximately 4,500 square feet of land in the trade.

I believe the Highway Division and the Federal Highway Administration received a just settlement from Northwest Natural Gas Co. This file should be placed in full participation.

JBB:CM
cc F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
M. R. Mitchel

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: Construction Contracts

Arrangement of Records: Contract number

Index:

INDEXING: Begins with 7912 Ends with: 7937 cont. on reel 166

FLASH CARDS: Beginning 7912

Remarks:

Reel No. ______ Reduction Ration 21X Project No. ___

Camera: Name Bell/Howell Model File Master Film 16mm AHU

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 24 day of Feb. 1984 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Debra Savage